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A Weekly Newspaper,

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The Chronicle.

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IS THE TROUBLE OF THE MONEY MARKET OVER?

The returning ease of monetary affairs has stimulated an active speculation in Wall street; but it has also reached the currents of legitimate business, and there is now a much more settled feeling than has recently prevailed. Several things are mentioned as forming the basis of this improvement, and as giving the assurance of its continuance.

In the first place our merchants and the industrial community generally having been unable to get all the credit facilities they had been previously accustomed to, are not so much expanded as was in some quarters supposed. Consequently a slight amount of relaxation was all that was needful to put them in an easy position, while the trouble which has occurred, and the greater pressure that was anticipated, have combined to inspire those classes with a salutary caution which is one of the elements of tranquillity for the present and confidence in the future.

Secondly, the clique of speculators, whose manoeuvres have so long inspired a vague terror in the mercantile and banking circles, have ceased to be the object of so much apprehension. The power of the "Ring" is broken, and no longer acts as a disturbing force to derange the banking machinery or disturb financial credit.

Thirdly, the action of the Treasury last week in selling gold and buying bonds to the aggregate of ten millions altogether, has placed that sum of new capital in activity, and has poured out these active funds in just that form in which they are most powerful in giving life to business. The bank coffers have received not only an influx of deposits but an influx of reserves also. The Clearing House statement to-day will show the complete result, and that of last week reflects a part of it in an increase of legal tenders to the extent of \$3,813,700, and an increase of specie of \$2,263,900, while the deposits were augmented \$3,559,100, and the loans declined \$1,512,000. These figures show that the resources which the clique had locked up have partly been let loose, and are making their appearance as active capital to stimulate the ordinary currents of monetary movement.

To these causes which have combined to develop the recuperation to which we refer, must be added the more settled state of the foreign exchanges. The Bank of England has been more closely watched by our business men during the last two or three weeks than for months before. The opinion of those persons who are best informed seems to be that the chief danger from that quarter is over for us; and their opinion is corroborated by the fact that the Bank on Thursday made no attempt to raise its rate. Still there has been a further drain of specie, and we still think it not unlikely or undesirable that a shipment of gold may begin from this side.

Such a gold export movement, if moderate in extent, might not be of much serious moment to us so long as the foreign aggregate of floating capital lending in the street is not notably depleted. Hence it is to this point that the inquiries and anxiety of our financial observers chiefly tend. Many extravagant estimates are afloat as to the amount of foreign capital which is thus lending, and liable to be withdrawn from us in the case of any severe pressure in the European money markets. Our foreign bankers declare that the sum so liable does not much exceed ten millions. If this estimate be correct, a larger proportion of the foreign capital that we have had flowing in upon us has been fixed in the more permanent forms of investment of late than has heretofore been believed.

In any case, we shall soon be beyond the reach of trouble from this source; for the drain of currency to the West has been checked, and will soon give place to a return movement. Thus we have a fair prospect of monetary quietude for some time to come, and the healthy activity which this expectation has stimulated is likely to culminate in a remunerative though somewhat tardy Autumn trade.

There are, however, a number of our leading financial men who take a less hopeful view of the monetary outlook. They

point to the depletion of the banking reserves; to the revolution which the recent creation of new national banks in the interior has made; to the operations of the country banks to those of New York; to the consequent disturbance of the old equilibrium which was so essential to the stability of the system. They also point to the wild speculation at the Stock Exchange, the troubles in the Continental money markets, the probable drain of gold from the Bank of England to Germany, and the anticipated export from this side. In summing up the whole, they are inclined to infer that we shall have a sensitive money market, not unaccompanied with spasmodic trouble, during the closing months of this year. The popular opinion, however, does not seem to be much in sympathy with these prophecies of evil. Still, although perhaps the more formidable evils are now almost surmounted, against which these apprehensions are directed, it must be conceded that at one time—and that very recently—the peril was by general consent regarded as imminent.

PHILADELPHIA AND INFLATION.

It has been remarked that inflation of the currency always tends to engender a desire for more inflation, and a suggestive illustration of the adage was given in the dispatches of the Associated Press yesterday from Philadelphia. The merchants of that city convened at the Chamber of Commerce on Thursday, and resolved that a meeting of merchants, manufacturers and bankers of Philadelphia shall be called for Monday next, "to consider the expediency of petitioning Secretary Boutwell to relieve the money market by purchasing 44 millions of the interest-bearing debt of the government, with a like amount of legal-tenders, retired by Mr. McCulloch." Such is the notable result of the interference of the Treasury last week with the money market. A more striking proof has scarcely ever been given of the importance of the policy of prohibiting the Treasury from direct interference with the money market or the currency. If the Secretary had not intervened to the extent of 5 millions in extra purchases of bonds last week, he would not now be beset with importunities for 44 millions more. And were it possible for him to comply with the request and inflate the currency to the extent of 44 millions of greenbacks, a similar appetite for more would certainly be aroused, and the fascinating process of intoxication might go on till stopped by some great revulsion.

It is somewhat singular that a body of Philadelphia merchants should meet to ask Mr. Boutwell to inflate and depreciate the currency, while all over the country our people are congratulating themselves on our near approach to a specie basis, on the improvement in the public credit and on the gratifying increase of value and stability which have been imparted to our currency during the past three or four years.

Whatever may be the result of the Philadelphia meeting on Monday, however, there is, we hope, no danger that the Treasury will yield to any demands for increased issues of greenbacks. In the first place, it has no authority to do so under the present laws. The powers given to the Secretary of the Treasury by the old statutes under which the greenbacks were issued are all obsolete. Without special authority from Congress Mr. Boutwell could not issue a single dollar of greenbacks, except in place of mutilated notes. This has long been generally conceded, and it is too late to call it in question. The only surviving authority which has of late been talked of is that which the Treasury held under the old law of 1864 authorizing temporary deposits to be received by the Treasury, and ordering 50 millions of greenbacks to be kept in reserve for their payment. But as these old deposits have been paid off, it is

argued that the power becomes obsolete with their liquidation, and that even if it still survived it could only apply to demand loans similar in their character to the temporary certificates it was first intended to meet. But even these temporary loans of every kind have been nearly all paid off, and all that remain outstanding are the Clearing House Certificates. These were reported on the 1st inst. at \$7,985,000, and are otherwise provided for in the law of 1870, which authorized and directed their redemption.

There is, therefore, no law to authorize the inflation to which the Philadelphia merchants would allure the Secretary, and the action to which they would persuade him is one which he has no power to perform.

We know it is argued that the law above referred to authorizing the greenback issues limited their aggregate to 400 millions, and the total issues now reach but to 356 millions, making, with 40 millions of fractional currency and 29 millions of gold notes, a total of 425 millions of Government paper currency of all kinds. But it has been held, we believe, by the Treasury that all the powers under the statute in question have lapsed. Certainly this opinion is generally entertained, and was evidently held by Congress when the resolution of 1868 was passed forbidding any further contraction of the currency. This statute gave no power to increase the greenback issues, and as all power for such increase had previously lapsed, there remains now no authority deposited in any executive officer for that purpose.

That this exposition is correct is evident. The act was passed Feb. 4, 1868, and reads as follows:

"From and after the passage of this act, the authority of the Secretary of the Treasury to make any reduction of the currency by retiring or cancelling United States notes shall be, and is hereby suspended; but nothing herein contained shall prevent the cancellation and destruction of mutilated United States notes, and the replacing of the same with notes of the same character and amount."

The purpose of the act is clear. It takes from the Secretary a certain power, namely, that of contracting the currency, and it confers on that officer another specified power, namely, that of issuing new currency in certain cases. Now, if the Secretary held already the power to issue currency,—if all such powers, had not lapsed and become obsolete, why did Congress here confer the power anew? Moreover, as if to place the matter beyond all doubt, the act specifies when and how much new currency shall be issued. It authorizes the Secretary to issue new greenbacks for mutilated ones of the same character and amount, and thus implicitly forbids all other issues whatsoever.

We might easily show in the second place that such an issue of greenbacks is quite as contrary to Mr. Boutwell's policy as to the laws of Congress. It would violate the fundamental principle of that policy by which he has been invariably controlled since he became the responsible head of the Department. But this is so notorious that we forbear. It is not improbable, indeed, that the shrewd merchants of Philadelphia are well assured on both these points. Their chief object, probably, is to act upon public opinion. And knowing that Congress is the only power able to do what they want, the project is to get up a public excitement on the subject, with a view to influence legislation at Washington next session. There is no doubt all over the country a minority of persons who are favorable to inflation. The great body of our people are, however, we hope, too well instructed as to the dangers which attend currency inflation to be so fatally misled.

THE BOARD OF TRADE AND CHEAP TRANSPORTATION.

The fervor of political meetings and campaign speeches has not prevented the National Board of Trade from holding its usual yearly assembly. Its meetings are held at the new

Court House, and are of practical interest. Practically the most important topics discussed were those of scrip-dividends, and the transportation facilities between the West and the sea-board. As to the last of these, it has come up during the week in several different shapes. The proposition offered by the delegates of the Cincinnati Board of Trade was that "the general freight agents of all roads in the United States are hereby exhorted to form a general and national classification of freight, and Congress is hereby requested to pass such laws as shall prevent injurious discriminations in rates and classification of freight or extortionate charges for its transfer, and shall simplify the means by which redress can be obtained by the weakest individual against the strongest corporation."

Of course this scheme was approved so far as it related to the classification of freight. The want of a uniform system of freight classification is a long standing evil, the existence of which tends greatly to retard swift and economical movement of the products of the great West to the ports of the Atlantic. To thoughtful men this fact has long been apparent, however, that the remedy for this grievance is to be sought in free competition rather than in restrictive legislation. Consequently the second part of the Cincinnati proposition fell to the ground. Still it elicited some valuable practical suggestions, in regard to the best way of encouraging competition. One of the most important was that of Mr. Busby, of Philadelphia, recommending "that transportation companies should be permitted to run trains on the railroads so as to increase the competition and allow the shipper to give his products to the lowest bidder, instead of paying as at present whatever the company who own the road may demand."

The principle is, however, established that a railroad must be a unit in administration. The necessity for concentration of power in one government is a fundamental principle of all railroad transportation. Heavy trains of freight and passenger cars cannot follow each other at the prodigious rates of speed exacted by modern travel without commensurate risks. Consequently transportation companies cannot be allowed to carry freight on passenger railroads except as the express companies carry it now—in cars attached to the regular trains of the company. The freedom of competition cannot consequently be had to the requisite extent in this direction, nor can any check be thus obtained to protect the public against the exactions of the railroads.

To meet the difficulty it has often been proposed to construct freight railroads which shall carry no passengers, but shall be devoted exclusively to the transportation of freight. The *Evening Post* of this city warmly advocated this system a few years ago, as did also the *Chicago Tribune*. But for obvious reasons the freight railroad has never seemed able to command the confidence of capitalists. A modification of this scheme was urged on Wednesday, by Mr. Ferguson, of Troy in a very elaborate paper. He advocated the building of two trunk lines between the Pacific and Atlantic, having four tracks each, to transport freight at actual cost, each county and State traversed to be taxed on the basis of population for the cost of construction. If such a road were already built, and were to be open to all transportation companies either at a small toll or toll-free, it is plain that competition would have free play. But the difficulty is—money. There is no power which can compel any State or its counties to tax themselves; and would the citizens voluntarily burden themselves with roads to carry wheat or other cereals, raised in other States less favorably located, to compete at the seaboard with the products of their own farms? After several years of discussion, the conclusion has been forced on the freight-railroad men, that if their scheme is

ever to be realized it must be by private enterprise, and must rely, not on municipal bonds or county bonds or State bonds, and still less on Federal bonds. It must be self-reliant from the start. It must be built and equipped wholly by cash, advanced by men who have confidence in the scheme and are willing to risk their property for its realization.

As this scheme failed to get the sanction of the Board, and they refused to refer it to the Executive Committee, the long-agitated plan was discussed of reducing railroad freights by enlarging the Erie Canal, and thus stimulating competition. This is a perennial topic of which some of our mercantile enthusiasts never tire. Of course, it was shown that water routes are less costly than railroads; that the West needs greater facilities for the transport of its products to the seaboard either by the improvement of the Erie Canal or of the canal system of the St. Lawrence.

These arguments were sustained by very elaborate array of formidable statistics, showing that the Erie Canal is insufficient for the work we want it to do; and that it has a capacity of water to float 12 million tons, while the locks only permit the passage of 3 millions. By the use of steam the capacity of the canal is to be increased to 25 million tons. And if we will only consent to enlarge the canal so as to admit boats of 150 tons we might double the present tonnage, and the saving in the expense of transportation would exceed the cost of enlargement. All these points were duly argued, and the growth of the canal tonnage was stated as follows:

TONNAGE OF THE ERIE CANAL—1840 TO 1869.

	Local—Tons.	Western—Tons.
1840.....	319,167	129,580
1850.....	530,358	841,501
1860.....	379,086	1,896,975
1869.....	229,121	2,028,568

From these facts it appears that the local tonnage in 1840 was more than twice as large as the Western; in 1850 the West exceeded it by more than fifty per cent, and ten years later was five times larger, while in 1869 the Western products supplied ninety per cent of the total tonnage.

Another argument to the same general purpose was the necessity of competing for the supply of the wheat markets of Europe, where our rivals are underselling us, Russia being the most successful. This argument has often been enforced by the *CHRONICLE*. It was urged as follows, by Mr. Hazard of Buffalo:

"The United Kingdom of Great Britain and Ireland imported last year from all countries equal to 150,000,000 bushels of cereals, of which the United States furnished 47,185,386 bushels, Russia 43,500,000 bushels, and other countries the balance. The total exports of Russia in 1870 were 132,917,000 bushels, while the total exports from the United States for that year were about 40,000,000 bushels. Thus it will be seen that in competing for the supply of the English market we have a powerful antagonist, possessing a country similar to our own in its topography and agricultural resources; active in projecting works of internal improvement, for the purpose of cheapening the transportation of its products to the seaboard, and determined to hold her supremacy in the markets of the world for the sale of her agricultural products. The United States, according to its population, is the largest grain producing country in the world, the product of 1860 being 38 2-10 bushels to each inhabitant; the product of Russia being at the rate of a fraction over twenty bushels to each inhabitant; Germany, France, Austria, Great Britain and Ireland being a fraction over eighteen bushels to each person. Can there be a better argument for cheap transportation than the fact that the United States, being the largest food producing country in the world, must have cheap transportation for surplus food, or be supplanted by other nations in the markets which now control the price and value of our products?"

There is much force in many of these observations, but they only tend to show the necessity of free competition in the work of transport. They were thus interpreted by the Board of Trade, which, very much to its credit, resolved, on the motion of Mr. George Opdyke, to table the resolution invoking the aid of the government for the enlargement of our Erie Canal. If there was a time when State or government aid was expedient for this great highway of commerce, that period has long passed away.

Closely connected with the subject of cheap rail-
portation is the other topic above referred to, *namely*,
watering of stocks by railroad and other corporations.
Board of Trade was not quite so judicious in its action on
this subject as we could have wished. Instead of denouncing
the system of scrip dividends as one of the most dangerous
evils which retard the progress of our railroad system; and
defraud the country of its full benefits in the lowering of
freights, the Board contented itself with urging that when
any company waters its stock it should have a "correspond-
ing reserve or accumulation of profits." The executive
committee were ordered to petition the legislatures of the
various States on the subject, and by promoting public dis-
cussion throughout the country, the remonstrances of the
Board will no doubt be of service, although they are less
definite and positive than we could have wished, and there-
fore will be less conducive to that result which, though
delayed, is ultimately so certain—the complete success of
the struggle to secure cheap transportation.

TELEGRAPHIC REFORM AND THE WESTERN UNION COMPANY.

We published in our last issue the report of the Western
Union Telegraph Company, which merits a more elaborate
examination than our space then allowed. We propose now
to consider the report in one or two points of view, leaving
its other aspects for discussion hereafter. It is well known
that the Company are making arrangements to get the
United States Government to buy their property and to go
into the business of telegraphing. They make no secret of
this purpose, which was publicly announced when they late-
ly borrowed \$1,500,000 at seven per cent in England. This
loan, as is well known, was for the erecting of the magnifi-
cent edifice which is now going up in Broadway, on land
said to have been bought for the purpose for \$600,000 from
the representatives of the ex-Emperor Louis Napoleon.

It is due to the Company to say that the report from
which we are about to quote consists merely of a brief
abstract given to the press. The original document is not
yet published in full. It will doubtless be ready for presen-
tation at the next session of Congress, if not before. The
Board of Directors is the same as that of last year, and
several of its members have immense influence at Wash-
ington. No report has been published since July, 1869;
but to make amends for the delinquency it is stated that
"for the past six years the net profit accruing to the Com-
pany has been \$17,116,694 23 above all expenses. Of this
sum \$4,856,879 34 has been distributed in dividends, and
\$1,898,401 98 has been distributed in paying interest on
the Western Union Company's bonds, and \$10,361,412 91
has been expended in construction and maintenance of new
lines and in the purchase of telegraph patents, etc." A
condensed summary of the operations of the Company is
also given for the years ending June 30, 1869, and 1872.
The analysis of the figures gives the following results:

OPERATIONS OF WESTERN UNION TELEGRAPH COMPANY FOR THE YEARS ENDING JUNE 30, 1869, AND JUNE 30, 1872.

	1869.	1872.
Length of lines.....	56,092	62,032
Length of wires.....	121,151	137,190
No of stations.....	4,604	5,237
No. of persons employed.....		8,349
No. of messages sent.....	10,646,027	12,444,449
Receipts, total.....	\$7,637,448 00	\$8,457,045 00
Receipts per mile of wire.....	63 04	61 65
Receipts per 100 messages.....	71 74	67 96
Expenses, total.....	5,104,787 00	5,666,863 00
Expenses per mile of wire.....	42 14	41 30
Expenses per 100 messages.....	47 95	45 14
Net profit.....	2,532,662 00	2,790,282 00

The report has been received with some dissatisfaction by
the public, and has been sharply criticised. One of its con-
spicuous defects is that it says nothing about the intentions
of the Company as to its capital, how much of the aggregate

is actually outstanding; or whether any part of the
stock is owned by the Company. All the information we
have on the subject is that the Company had a "full" meet-
ing, and gentlemen were present holding 276,116 shares,
representing at par \$2,731,163, or less than one twelfth of
the rep. uted capital. Taking the price of that day at its
highest point, 73, this "full" meeting represented shares of
the cash value of \$1,993,749, which sum, as will be seen,
falls far short of the aggregate of the past year's net profits
of the Company. The public are also asking why no divi-
dend was declared. The Company, after paying all expenses,
has earned, it seems, \$2,790,282, as the net result of the
year's work; why is no part of this large aggregate of
profits distributed among the owners of the property? Their
last dividend of 2 per cent was paid them in January, 1870.
The Company has been very prosperous ever since, and how
has it happened that the dividends have stopped? It can-
not be that the net earnings have been insufficient; for as
we shall presently show they are excessive. The profits of
the last six years amount to \$17,116,694, or a yearly aver-
age of \$2,852,782. Out of this sum the Company has paid
for dividends and interest combined, no more than \$6,755,281
during the six years, showing a yearly average payment of
\$1,125,880. Hence the company has had a surplus every
year of some \$1,726,902, and for the six years the whole
surplus has amounted to \$10,361,413. With these facts
before them, why did the directors last week allow them-
selves to separate without dividing some part of these
excessive earnings among the shareholders.

Another set of critics of the Company ask how it has
happened that with a surplus of the year's net profits in
hand amounting to more money than the whole share capital,
represented at the meeting, that body did not see the pro-
priety of explaining to their fellow-shareholders why the
recent loan of \$1,500,000 has been wanted? These matters
concern the public as well as the stockholders. For the
Western Union Telegraph is a great public institution. Its
immense revenues are derived from heavy charges
imposed on the people. And as the Company want to sell
their property to the nation, the inquiry into their past
doings cannot be too thorough, nor the exposition of their
pecuniary affairs too frank and complete.

Another point to which public attention is attracted is
the statement that the company have spent for construction
and maintenance in the last six years the large sum of
\$10,361,413 of their net profits. What have the directors
to show for this expenditure? Their capital is reported at
35 millions and their bonded debt \$5,500,000, making
together \$40,500,000. Do the company mean to say that
besides spending these 40 millions of capital they have also
actually paid out in money 10 millions more from their net
earnings? If so, they should show when and how the
expenditure has been incurred. This exhibit cannot be
made too soon. The company, we do not doubt, has been
very efficiently managed, and has an astute policy of its own.
What the public want to know is the nature of that policy;
how it works; and whether it is subservient to, or incompat-
ible with, the interests of the community.

We do not wish, from anything we have said, to be under-
stood as favoring, on any conditions whatever, the purchase
of telegraphs by the government. This project has al-
ways been unpopular and suspected, and we mean to give it
no quarter. It is contrary to the spirit of our institutions
that our telegraphs should be controlled, inspected and man-
aged by a centralized bureau of government officers. The
Western Union Telegraph Company employs no less than
8,347 persons. There are also other companies having a
multitude of operators. Here is a sufficient objection to the
scheme, if there were no other. Our people will never con-

sent to a project creating 8 or 10 thousand more appointments under the patronage of the Federal government. The proposition is so monstrous, so intolerable, so visionary, that it is strange such accomplished political leaders as we see on the Western Union Board could ever have cherished it for a moment. Telegraphs, like railroads, must be left to private enterprise. These great public enterprises require trained men, not political wirepullers, to manage them with economy and success. Sixty thousand officials are, it is said, appointed by the government now, and the nation cannot consent to make the number seventy thousand. We trust the mischievous scheme will not be pushed in Congress. The leading newspapers, much as they might like to oblige so useful and so popular a corporation as the Western Union Telegraph Company, will not venture to brave the storm of public obloquy which would certainly be awakened by such an attempt to enlarge the means and temptations to political corruption. It is true that governments abroad own telegraphs. But that is nothing to the purpose. Foreign governments do many things which we cannot, dare not, must not do—things that require a centralization of power, and are incompatible with our freer institutions.

There are points, however, in which foreign telegraphic arrangements may be copied with safety and advantage. Among these imitable excellencies, one of the best is a lower tariff of rates. Here is the point at which we should start the work of telegraph reform. It seems that no country in the world pays such high rates as we do for telegraphic facilities. Our industry and commerce groan under the pressure of heavy taxation, and cry aloud for relief from their heavy burdens. To our telegraphs, as well as in other directions, apply the great watchwords of retrenchment, economy and reform. Let us compare the telegraphs of Europe with ours, and see how their rates correspond. To facilitate the comparison, we have compiled the subjoined exhibit from a very elaborate report by the Bureau of Statistics, which gives a multitude of particulars relating to the telegraphs of Europe at the close of the year 1868. The Bureau does not give his authority for the figures, which is to be regretted. For the sake of uniformity the Continental measures are reduced at the rate of 1 mile to 1,609 kilometers, 5 francs to 1 dollar, and 72 cents to 1 thaler. At the foot of the table we have added the figures of the Western Union Telegraph Company from the report given above.

COMPARATIVE STATISTICS OF TELEGRAPHS, 1868.

	Despatches No.	Receipts, Total.	Receipts per mile of wire.	Receipts per 100 despatches	Expenses, Total.	Expenses per mile of wire.	Expenses per 100 despatches	Surplus or deficit.
	No.	\$	\$	\$	\$	\$	\$	\$
Germany	4,304,600	1,399,600	28 14 32 40	1,463,321	30 33 34 00			- 63,721
Bavaria	678,374	151,679	23 94 22 40	102,410	16 16 15 00			+49,269
Württemberg	506,986	55,301	26 70 10 30					
Baden	430,564	60,981	25 22 14 20	60,865	27 24 14 20			+116
(a) Austria	2,193,895	754,065	30 87 34 40					
Switzerland	1,153,092	184,236	32 85 16 00	169,965	30 30 14 80			+14,271
Belgium	1,502,599	239,421	30 50 16 00	258,385	32 89 17 20			-181,964
Netherlands	1,496,544	209,042	39 49 14 60	196,000	37 02 13 00			+13,042
(b) G. Brit. & Ire.	6,087,346	3,369,190	35 38 55 00	1,797,420	18 87 29 60			+1,571,770
France	3,503,182	2,017,343	29 91 57 60	1,927,747	28 06 54 00			+124,596
(c) Italy	2,330,271	912,025	31 11 39 40	840,130	28 65 36 20			+17,895
Spain	509,623	155,141	9 93 26 60					
(d) Portugal	134,454	91,087	29 00 67 80					
Denmark	348,690	70,314	24 62 20 20	126,346	44 25 36 20			-56,032
(e) Sweden	503,062	193,204	25 53 38 40	184,793	24 44 36 80			+8,411
(f) Norway	309,604	111,035	35 01 35 80	111,591	36 26 36 00			-555
Rus. in Europe	1,491,834	1,967,115	43 89 131 80	1,660,326	37 04 111 20			+306,789
Greece & Ion. Is.	77,441	39,566	..... 50 60	47,847	..... 61 80			-8,281
Turkey	(c) 457,993	474,368	17 86					
West. Un., 1869, 10,646,027		7,637,448	63 04 71 74	5,104,787	42 14 47 95			2,532,662
West. Un., 1872, 12,444,449		4,557,095	61 65 67 96	5,666,863	47 30 45 54			2,790,232

(a) Exclusive of Hungary. (b) 1867. (c) Exclusive of States of Church.
(d) Exclusive of Lakes. (e) In 1870.

From the last line of column 4 of this table it appears that we pay 61 65 cents for the use of every mile of wire

worked by the Western Union Telegraph Company. In England the price paid for the same use is 35 38 cents; in France, 29 91 cents; in Germany, 28 14 cents, and in Italy, 31 11 cents. The highest rate of all is in Russia, where the price is 43 89 cents. The table explains itself, however, and is very suggestive. In reply, of course, it will be said that in this country the telegraphic expenses are greater than in Europe. This is partly true. To see how much the objection is worth, we have given the particulars in the 6th and 7th columns of the table, which illustrate these points, and show how much the telegraphic expenses amount to in each country. Thus it appears that the expenses reported last year by our Western Union Company were 41 30 cents a mile, while those of Great Britain were 18 87 cents, and those of France were 28 06 cents, those of Italy, 28 65 cents; those of Germany, 30 33 cents, and those of Russia, 37 04 cents; but Denmark surpasses all the rest, her expenses averaging 44 25 cents a mile, which is a greater cost than that of our lines.

On the whole, we find that although the expenses of telegraphy in this country are somewhat higher than those in Europe, still the excess is relatively small, and is limited within a very narrow area. We must practice more economy, and the very heavy charges of our companies must be justified, if at all, on some other hypothesis. To facilitate the study of these and other points that have been raised, we have compiled the subjoined table, showing the extent of the telegraphic facilities of several commercial countries, with the density of their population, the area of their territory and their railroad development, all of which conditions have a direct relation to telegraphic progress:

[TELEGRAPHIC COMMUNICATION, &c., OF THE CHIEF COMMERCIAL COUNTRIES.

	One mile telegraph to sq. mile	Population to sq. mile	Population Total	Total area in sq. miles	Number of Stations	One mile telegraph to sq. miles of area	Miles of telegraph
Germany.....	21,239	10	3,399	212,091	40,111,265	189	12,307
Austria, CL.....	10,785	21	527	119,324	20,394,980	158	4,517
Switzerland.....	2,130	7	546	15,233	2,669,095	175	820
Belgium.....	2,512	5	433	11,412	4,839,094	430	1,301
Netherlands.....	1,760	8	247	13,464	3,858,055	286	886
G. Britain & Ireland.....	82,768	2	2,432	119,224	31,817,108	265	15,537
France.....	23,100	9	2,625	201,900	36,469,375	121	10,333
Italy.....	10,695	11	1,154	107,961	26,273,776	225	3,667
Spain.....	7,166	25	193	182,758	16,301,850	90	3,401
Portugal.....	1,930	14	117	36,510	3,987,867	99	453
Denmark.....	1,225	12	89	14,553	1,784,741	111	420
Sweden and Norway.....	7,263	40	199	188,771	5,860,122	19	1,049
Russia in Europe.....	23,410	335	438	1,992,574	63,224,832	.....	7,044
Turkey.....	16,125	112	393	207,438	15,500,000	.....	230
Roumania.....	2,073	22	60	45,642	3,864,848	.....	507
Egypt.....	3,780	188	.....	31,000	7,000,000	.....	737
British India.....	13,371	72	966	963,929	151,146,616	137	5,204
Canada.....	10,580	38	604	619,361	4,283,103	.....	2,694
U. S.—W. Union and other lines.....	62,032	.....	5,237	2,992,879	38,555,953	14	62,000

CURRENT TOPICS.

REGISTERED AND COUPON BONDS.—A bank officer writes to ask whether the registered five twenties on deposit for circulation are "by law exchangeable at pleasure into coupon bonds," as was stated by the CHRONICLE last week. No such change is at present legalized. Several attempts have been made to get a permissive bill through Congress. These efforts will probably be renewed next session. So far they have always failed, although such changes are said to have been allowed in exceptional cases, and any such mass of changes as we were contemplating in the article would render the legalization a necessity.

THE "COAL FAMINE" IN GREAT BRITAIN.—The recent advance in the price of coal in the English markets, following close upon a reduction in the price of iron, is calculated to disappoint the expectations of those who, on discovery of a weakness in the iron market, concluded that the crisis had been reached and that an immediate reaction was inevitable. The further advance in coal is due to the fact that, at present rates of wages, the mine owners were compelled to choose between the alternatives of

charging still higher prices or of suspending operations, and as the demands of consumers are, in the present activity of manufactures, imperative, they were able to exact the higher price. This condition of affairs cannot last, however, and the reaction is certain to come, though perhaps not immediately. The truth of the matter is that both the miners and the mine owners have, to use a common expression, "discounted" the prospective scarcity of fuel, and have sought to create a panic long in advance of any actual scarcity. The diminished production is easily accounted for in the fact among others that the hours of labor have been reduced simultaneously with the advance of miners' wages. When the fact was definitely ascertained that the supply at workable depths is definitely limited, the mine owners began to crowd up prices, and as manufacturing was active in all branches no difficulty was experienced in the movement. But the condition of affairs that rendered such an advance possible, also gave the miners an opportunity to exact concessions from employers, of which they promptly availed themselves. With the advance in wages the price of coal was again put up, to cover the increased cost of its production, and as there was no perceptible decline in consumption, the miners demanded shorter hours; and so the advance to present prices has been brought about, and coals now bring at the mouth of the pits more than double the prices quotable twelve months ago. That there is any other scarcity of coal than that resulting from an intentionally restricted production is, we think, impossible. A nation's resources do not thus suddenly give out, and when the effects of the high prices now prevailing shall be felt in a diminished consumptive demand, and miners' wages decline, production will increase and prices fall. It is true that the difficulties and cost of working the deep mines become greater every year, and that a time may come when England will permanently have to draw upon foreign sources for supplies of fuel to supplement her now failing production; but there can be no other causes than those we have assigned, and which are of necessity temporary, for the extreme prices from which English manufacturers and consumers generally are now suffering.

PROGRESS IN CHICAGO.—Although it is but one year since the people of Chicago began to clear away the smoking ruins of the great fire which destroyed the business portion of the city, the work of restoration has progressed so rapidly that the city has now fairly entered upon the enjoyment of a material prosperity in advance of that which it had attained before that disaster. From the interesting statistics of progress published in the *Chicago Tribune* on the occasion of the celebration of the first anniversary of the conflagration, we learn that over forty-five millions of dollars have already been expended in rebuilding the burnt district, and that the city now contains a greater number of buildings than ever before. Brick, stone and iron have taken the place of the wooden buildings which formerly, to a considerable extent, occupied the business portion of the city. Of the six grain elevators destroyed by the fire, four have been rebuilt, and a fifth will be completed by the end of the present month, giving already a storage capacity greater by fully a million bushels than the aggregate capacity of the elevators occupied before the fire. In the grain movement there has been an increase of eleven per cent, the receipts exceeding those of 1870 by 26,000,000 bushels, and by 17,000,000 bushels the receipts of 1868, which were the largest for any year previous to the fire. Of corn the receipts exceed by 16,000,000 bushels those of any previous year, and in other cereals a proportionate increase is reported. In dry goods, which is one of the most important branches of Chicago business, the number of houses is about the same as last year, but their trade has increased fully 25 per cent. In boots and shoes the increase reported is about the same as in dry goods. In hardware the volume of trade has been far greater than ever before, owing, doubtless, to the constant and imperative demand for tools, builders' hardware, &c., and in all other branches of trade activity has been reported. As to the financial institutions of the city their position was never better than now. The banks, most of which resumed immediately after the fire, have had no trouble in overcoming the difficulties of the situation. The amounts offered for deposit have exceeded from the first the amounts withdrawn, and ever since their reopening they have handled more money than before the fire. The only branch of business which does not seem to have fully recovered from the shock of the fire is insurance, which is not to be wondered at considering the fact that most of the local and many of the State companies were wiped out of existence, and that others have been forced to a compromise with their creditors, thus leaving them practically without capital or means with which to continue business. The recent report of the State Audi-

tor shows that \$37,998,985 has been paid upon claims on account of the great fire, leaving \$33,380,974 unpaid, of which \$27,000,000 is due from Illinois companies, which have paid less than 10 per cent. of their liabilities. It must be many years before the insurance business of Chicago and of the State of Illinois is firmly re-established upon a substantial basis, and in the full enjoyment of public confidence. Taken as a whole, however, the progress made within the past year is truly wonderful and very gratifying.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 10th inst. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency:

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Ohio—	The First National Bank.....	The Ohio National Bank of Cleveland, approved.
New London.....	The First National Bank.....	The Importers and Traders' National Bank of New York, approved.
Ohio—	Garrettsville.....	The Manufacturers' National Bank of Chicago, approved.
Minnesota—	Fergus Falls.....	The St. Louis National Bank, approved in place of the Fourth National Bank of St. Louis.
Montana—	Helena.....	The Bank of North America, Philadelphia, approved as an additional Redemption Agent.
Pennsylvania—	Easton.....	The Second National Bank of Cleveland, approved.
Ohio—	Ashtabula.....	The National Park Bank of New York, approved in place of The Central National Bank of New York.
Massachusetts—	Worcester.....	The Ninth National Bank of New York, approved in place of The National Park Bank of New York.
Minnesota—	St. Anthony.....	

New National Banks.

The following is a list of National Banks organized since the 10th inst., viz.:

- Official No. 2,056—The First National Bank of New Lexington, Ohio. Authorized capital, \$50,000; paid in capital, \$33,000. R. E. Huston, President; S. L. Johnson, Cashier. Authorized to commence business October 11, 1872.
- 2,057—The First National Bank of Lebanon, Indiana. Authorized capital, \$100,000; paid in capital, \$50,000. John C. Daily, President; A. O. Miller, Cashier. Authorized to commence business October 11, 1872.

Latest Monetary and Commercial English News.

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— OCTOBER 4.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	12 1/4 @ 12 1/4	Oct. 4.	short.	12 1/4
Antwerp.....	3 months.	25.75 @ 25.80	"	"	25.47 1/2
Hamburg.....	"	13.10 1/2 @ 13.11 1/2	"	3 mos.	13. 6 1/2
Paris.....	short.	25.55 @ 25.65	"	short.	25.57 1/2
Paris.....	3 months.	25.90 @ 26	"	"	"
Vienna.....	"	11.25 @ 11.30	Oct. 4.	3 mos.	108.90
Berlin.....	"	6.24 1/2 @ 6.25 1/2	"	"	6.20 1/2
Frankfort.....	"	119 1/2 @ 119 3/4	"	short.	118
St. Petersburg.....	"	31 1/2 @ 31 3/4	"	3 mos.	32 1/2
Cadiz.....	"	48 1/2 @ 48 3/4	"	"	"
Lisbon.....	90 days.	52 1/2 @ 52 3/4	"	"	"
Milan.....	3 months.	28.15 @ 28.25	"	"	"
Genoa.....	"	28.15 @ 28.25	"	"	"
Naples.....	"	28.15 @ 28.25	"	"	"
New York.....	"	"	Oct. 4.	60 days.	106 1/2
Rio de Janeiro.....	"	"	Sept. 6.	90 days.	26
Bahia.....	"	"	Sept. 9.	"	25 1/2 @ 25 1/2
Valparaiso.....	"	"	Aug. 15.	"	40 1/2
Pernambuco.....	"	"	Aug. 19.	"	25 1/2 @ 25 1/2
Singapore.....	60 days.	4s. 5d.	"	"	"
Hong Kong.....	"	4s. 5d.	Sept. 28.	6 mos.	4s. 7 1/2 d.
Shanghai.....	"	"	Sept. 28.	"	4s. 7 1/2 d.
Ceylon.....	60 days.	1s. 10 1/2 d.	"	"	"
Bombay.....	"	1s. 1 1/2 @ 13-16d	Oct. 3.	"	1s. 11 5-16d.
Madras.....	"	1s. 10 1/2 @ 13-16d	"	"	"
Calcutta.....	"	1s. 10 1/2 @ 13-16d	Oct. 3.	"	1s. 11 5-16d.
Sydney.....	30 days.	1 per cent. dis.	"	"	"

[From our own correspondent.]

LONDON, Saturday, October 5.

The Bank of England minimum rate of discount has been further advanced, and is now at 5 per cent. The Bank return published this week shows some important changes; but, to a considerable extent, they are due to the payments incidental to the quarter. The next statement will show still greater alterations, as the payment of the dividends will be included in it; but, although there is at present considerable firmness in the discount market, yet it is not expected that money is about to become permanently dear. It is remarkable that it was in this very week last year that the rate, under very similar circumstances, was raised to 5 per cent. The Bank authorities certainly allowed Thursday's meeting to break up without announcing a change, and advanced the minimum on the succeeding Saturday; and it is remarkable that the Bank accounts for this week and for the corresponding week of last year are, in many important respects, identical. This is certainly the case with regard to the bullion

and reserve, which are, in fact, rather larger now than in 1871. But the main feature favorable to a return of ease in the money market is the large diminution in the amount of "other securities." At this period last year it was maintained that money would be subjected to numerous fluctuations in value, if not kept high, so long as so much foreign money was held here. From the return which is given below it will be seen that that item in the account last year was as much as £22,653,001, but that it is now only £19,004,036, being a diminution of as much as £3,650,000. It would appear, therefore, that most, if not all, of the foreign money, which was considered to be an element of disturbance, has been withdrawn; and from this we ought to infer that the market will soon assume a calmer aspect.

Before the year 1871 was brought to a close the rate had declined to 3 per cent, and although there are many grave persons who view the future with anxiety, yet there is a probability that at the termination of this year 3 per cent will be the minimum again. There is no doubt that we are paying a good price for the best foreign wheats; but the purchases which have been effected have so far been paid for in goods, and hence the bullion market has been unaffected by them. Neither does the state of our trade appear to be so rotten as some would make it out to be. There have, it is well known, been some important failures; but taking the year into account, and looking at the vastness of our trade and the new means continually resorted to for conducting it, it may, on the contrary, be a matter for congratulation that they have been so few. Many, if not most, of these reported failures originate in the Stock Exchange, and they are therefore spread with a motive. The New York Exchange is certainly low; but it is well understood that it is due to speculative operations in gold, and not to more than usually heavy shipments of grain and cotton.

There is at present no decided animation apparent in the money market. The home demand shows about average activity. The principal feature in the market, apart from the rise in the Bank rate, is considerable inquiry for six months' bank and first-class commercial bills for the Continent. These are purchased and paid for in French bank notes by the French government, and are in connection with the Indemnity payments. The following are the present quotations for money:

	Per cent.		Per cent.
Bank rate.....	5	4 months' bank bills.....	4½@4¾
Open-market rates:		6 months' bank bills.....	4½@4¾
30 and 60 days' bills.....	4½@5	4 and 6 months' trade bills.....	5 @5½
3 months' bills.....	4½@5		

The rates of interest allowed by the joint stock banks and discount houses for deposits are subjoined:

	Per cent.
Joint stock banks.....	4
Discount houses at call.....	4
Discount houses with 7 days' notice.....	4½
Discount houses with 14 days' notice.....	4¾

The following are the quotations for money at the leading Continental cities:

	Bank rate, per cent.	Open market, per cent.		Bank rate, per cent.	Open market, per cent.
Paris.....	5	4½-5	Lisbon and Oporto.....	7	7
Amsterdam.....	3½	2¾	St. Petersburg.....	6	6½
Hamburg.....	3½	3¾	Brussels.....	4	3¾
Berlin.....	5	4¾	Turin, Florence and		
Frankfort.....	5	4¾	Rome.....	5	4¾
Vienna and Trieste.....	6	6	Antwerp.....	4	3¾
Madrid, Cadiz and Bar-			Bremen.....	4	3¾
celona.....	6	6	Leipzig.....	5	4¾

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, of the No. 40 Mule Yarn fair second quality, and the Bankers' Clearing House return compared with the four previous years:

	1868.	1869.	1870.	1871.	1872
Circulation, including					
bank post bills.....	25,297,000	24,834,293	25,272,858	26,881,071	27,589,360
Public deposits.....	5,306,624	3,971,069	6,581,482	5,002,862	8,842,382
Other deposits.....	18,022,146	19,642,125	18,168,298	22,653,001	19,004,036
Government securities.....	15,039,716	15,211,953	12,983,352	14,012,399	13,263,347
Other securities.....	16,054,128	16,377,534	17,254,654	23,536,948	24,321,077
Reserve of notes and					
coin.....	11,060,030	10,312,458	13,112,985	8,919,840	9,031,697
Coin and bullion.....	20,707,945	19,477,928	22,388,185	20,214,534	21,156,452
Bank rate.....	2 p. c.	2½ p. c.	2½ p. c.	4 p. c.	5 p. c.
Consols.....	94¾d.	95¾d.	92¾d.	92¾d.	92¾d.
Price of wheat.....	54s. 4d.	49s. 8d.	46s. 1d.	57s. 3d.	59s. 2d.
Mid. Upland cotton.....	10¾d.	10¾d.	8¾d.	8¾d.	9¾d.
No. 40 mule yarn fair 2d					
quality.....	1s. 1¾d.	1s. 3d.	1s. 2d.	1s. 2¾d.	1s. 2¾d.
Clearing House return.....	65,894,000	83,872,000	82,880,000	133,304,000	124,085,000

A German order for gold has been in the market this week, but it has been fairly met by the supply which is due on the 6th from Australia. The foreign exchanges are, on the whole, rather more favorable. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

	GOLD.	per oz. standard.	s. d.	s. d.
Bar Gold.....			77 9	@
Bar Gold, fine.....		per oz. standard, last price.	77 9	@

Bar Gold, Refinable.....	per oz. standard, last price.	77 11	@
South American Doubloons.....	per oz.	73 9	@
United States Gold Coin.....	per oz.	76 3	@

SILVER.

Bar Silver, Fine.....	per oz. standard, nearest.	5 0¼	@ 5 0¼
Bar Silver, containing 5 grs. Gold.....	per oz. standard	5 0¼	@ 5 0¼
Fine Cake Silver.....	per oz.	no price	
Mexican Dollars.....	per oz., nearest, old, 5 2¼.	new, 5 0	
Five Franc Pieces.....	per oz.	@	

The Paris and Decatur Railway Company, through Messrs. Grant Brothers, are inviting applications for 2,400 seven per cent first mortgage sinking fund gold bonds of £100 each. The price of issue is 78 per cent, and interest is payable in London, half-yearly in gold at the fixed rate of 4s. 2d. the dollar. The line is 75 miles in length and is in the State of Illinois. The bonds constitute the first and only mortgage, being at the rate of only \$16,000, or £3,200 per mile.

The share capital of the Company is \$1,600,000, divided into 32,000 shares of \$50 each, the whole of which has been duly subscribed—upwards of \$1,000,000 duly paid up, and the balance is in process of payment—and the Company possesses no power to issue bonds or mortgages beyond the \$1,200,000 first mortgage seven per cent bonds now offered for subscription.

With a view to giving a perfect and absolute security to the bondholders, the entire railroad, with all its equipments and appurtenances, is absolutely mortgaged and assigned to the well-known Union Trust Company of New York, as trustee on behalf of the bondholders—each Bond being endorsed with a certificate of such mortgage (which has been duly recorded in each county through which the railroad is to run), duly signed by the President of the Union Trust Company.

The amount of business passing in the stock markets has been rather limited, and has been partly restricted by the absence of the Jewish community, in consequence of the celebration of the Jewish New Year. On the announcement of the advance in the Bank rate the tone was firmer; but to-day the market is dull, owing to the upward movement in the value of money in Germany, and to the decline in the New York exchange to 106½. United States Government securities are firm, and have improved in value, but Illinois Central Railway shares are flatter. The following were the closing prices of Consols and the principal American securities this afternoon:

Consols.....	92½@92¾
United States 6 per cent 5-20 bonds, ex 4-6.....	92½@92¾
do 2d series.....	91¾@91¾
do 1865 issue.....	93¾@93¾
do 1867 issue.....	92¾@92¾
do 5 per cent 10-40 bonds, ex 4-6.....	87¾@88¾
do 5 per cent Funded Loan, 1871, ex 4-6.....	89¾@89¾
Atlantic and Gt. West., 8 per cent. Debent's, Bischoffsheim's cts.....	41 @ 43
ditto Consolidated Bonds, 7 per cent., Bischoffsheim's certificates.....	31¾@32¾
ditto 1st Mortgage, 7 per cent bonds.....	66 @ 68
ditto 2d Mortgage, 7 per cent bonds.....	52 @ 55
Erie Shares, ex 4-6.....	88¾@89¾
do unstamped.....	91 @ 93
ditto 6 per cent. Convertible Bonds.....	91 @ 93
Illinois Central Shares, \$100 pd., ex 4-6.....	103 @105
Illinois and St. Louis Bridge, 1st mort.....	98 @100
Louisiana 6 per cent. Levee Bonds.....	52 @ 54
Massachusetts 5 per cent. sterling bds, 1900.....	93 @ 95
New Jersey United Canal and Rail bds.....	97 @ 99
Panama Gen. Mort. 7 per cent. bonds, 1897.....	93 @ 95
Pennsylvania Gen. Mort. 6 per cent. bds, 1910.....	95 @ 96
Virginia 6 per cent. bonds, ex 4-6.....	40 @ 42

The Anglo-American Telegraph Company and the French Atlantic Cable Company have declared the usual two per cent quarterly dividends.

The death is announced, at the age of 82, of Sir Charles Mills the senior member of the eminent banking firm of Glyn, Mills, Currie & Co.

In the wheat trade there has been continued firmness so far as all good and fine English and foreign wheats are concerned. Saxonska wheat is still prominently in request, and has further improved 1s. per quarter. Good and fine American wheats are in steady consumptive request, but inferior wheats, both English and foreign, are a slow sale. Fine malting barley is also very firm, English qualities being worth 56s. to 58s. and fine Saale 50s. to 52s. per quarter.

The fourth series of colonial wool sales for the present year commenced on the 12th ult., and will terminate on the 8th inst. The quantities arrived and catalogued to date are as follows:

	Arrivals. Catalogued.
From New South Wales and Queensland.....	bales. 23,135
" Victoria.....	11,023
" South Australia.....	2,707
" Western Australia.....	427
" Van Diemen's Land.....	1,600
" New Zealand.....	33,429
" Cape of Good Hope.....	21,863
Total.....	96,584

and estimating that 7,500 were forwarded direct, there leaves an excess of about 25,000 to 30,000 bales arising from wools held over and in second hands. Messrs. Hoare & Hudson report that—

The sales opened with considerable animation, there being a good attendance of home and foreign, especially French, buyers. Nearly all kinds of

Australian and New Zealand wool were freely competed for at an advance, as compared with the closing rates of the previous series, of 1d. per lb. for washed, and 3/4d. for grease. In the value of Cape wool, however, no alteration was perceptible. During the first ten days the tone of the market was very firm, and combing wools being scarce, an advance of as much as 2d. and 3d. per lb., and in some instances even 4d. was obtained for them. French buyers operated freely, and a healthy tone prevailed. About the 23d ult., however, there was a decided reaction. The French demand declined considerably, and with the removal of that source of competition, home manufacturers commenced to operate with much reserve, the result being that good combing wools receded in value to the extent of 1d. to 1 1/2d., and middling and faulty wools 1 1/2d. to 2d. per lb. The sales, however, during the last few days have passed off with a fair degree of animation; good Australian and New Zealand wools being now about 1 1/2d. per lb. dearer than at the close of the preceding auctions; middling and inferior sorts about 1d. per lb.

As regards Cape wool the increase of depression was due, in a large measure, not only to the absence of buyers from the United States, but to the fact that we have been in the receipt of Cape produce from New York. A feature at the last series of sales was the revival of the United States demand for wool. During the series just concluding, the absence of American buyers is remarked, and is naturally one cause of the flatness in the market for Cape produce. This is no doubt accounted for by the fact that the American markets are well supplied with the raw material, and that British woolen goods having been very largely imported, are difficult of sale. The official returns show that in the first eight months of the present year there were exported to the United States as much as 73,328,751 yards of worsted stuffs against 65,917,309 yards last year; and 5,314,934 yards of woolen cloth against 4,394,475 yards, showing an increase therefore of 8,500,000 yards.

A report from Manchester states:

This market during the week has exhibited a slightly improved feeling consequent on the increased business transacted in Liverpool, though generally quotations have undergone little change. A fair amount of yarns and goods were moved at the rates of last week. The advance in the Bank rate has tended to check business, and to-day the market has relapsed into its former state of dullness and inactivity. Yarns, both for export and home trade, have been in fair demand. Water twist, and mule yarns are easier to buy, but prices are somewhat irregular, and depend much on the position of the spinners. In fine and doubled yarns values are unaltered. The cloth market continues in an unsatisfactory state, and although a considerable number of looms are working short time stocks are accumulating. Some special makes of fine goods are selling at fair prices, but in shirtings and heavier sorts of cloth the demand has been exceedingly small, and quotations are weaker. In all departments the trade has been inactive, the transactions few in number and of small amount.

With regard to the coal and iron trades of South Wales, we learn:

The tone of the steam coal trade is buoyant, notwithstanding all predictions to the contrary; the demand is still extensive from all quarters, and prices are maintained. There are the same complaints about the irregular working of the colliers, with little prospect of improvement. There is little doubt now but that a change is taking place in the iron trade of this district. Makers have seen the extent to which they can go in regard to prices, and their merchandise will in future have to be sold at cheaper rates. There is scarcely an order of any magnitude entered into at present, but some small contracts for immediate consumption are placed at late rates. In the make of pig the scarcity of fuel is very much felt, and the production very much retarded. The supplies of iron ore are more plentiful. A better state of things exists in the tin plate trade; the disputes between the masters and men have come to an end, and the works are again in operation. There is little that is new to report in reference to the demand. There is no change to note in prices. There is continued activity in the house coal trade, and the inquiry locally is very brisk.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph as shown in the following summary:

London Money and Stock Market.—American securities close at a slight advance in '67's.

The bullion in the Bank of England has decreased £393,000 during the past week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
" account.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
U. S. 6s (5-20s), 1865, old.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
" 1867.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
U. S. 10-40s.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
New 5s.....	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2

The daily quotations for United States 6s (1862) at Frankfurt were:

Frankfurt.....

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes dull at a decline in flour, wheat, corn and peas.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western).....	32 0	32 0	31 0	31 0	31 0	31 0
Wheat (No. 2 R'd W'n. sp) cwt.....	11 7	11 7	11 6	11 6	11 6	11 6
" (Red Winter).....	11 10	11 10	11 10	11 10	11 10	11 10
" (California White).....	13 2	13 2	13 0	13 0	13 0	13 0
Corn (W. m'd), 1/4 quarter.....	29 6	29 6	29 3	29 3	29 3	29 0
Barley (Canadian).....	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.).....	3 2	3 2	3 2	3 2	3 2	3 2
Peas (Canadian).....	41 0	41 0	40 6	40 6	40 6	40 0

Liverpool Provisions Market.—Beef has declined 1s. 6d. and lard 3d.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (Pr. mess) new 1/2 tce.....	56 6	56 6	55 0	55 0	55 0	55 0
Pork (mess) do 1/2 tce.....	55 0	55 0	55 0	55 0	55 0	55 0
Bacon (Cum. cut).....	34 6	34 6	34 6	34 6	34 6	34 6
Lard (American).....	39 9	39 6	39 6	39 6	39 6	39 6
Cheese (Amer'n fine).....	63 0	63 0	63 0	63 0	63 0	63 0

Liverpool Produce Market.—This market closes at an advance in common rosin and petroleum, and a decline of 3d. in tallow.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (com. N. C.).....	11 6	12 0	11 9	11 9	11 9	11 9
" fine.....	17 0	17 0	17 0	17 0	17 0	17 0
Petroleum (refined).....	1 2 1/2	1 2 1/2	1 2 1/2	1 2 1/2	1 2 1/2	1 2 1/2
" (spirits).....	1 2 1/2	1 2 1/2	1 2 1/2	1 2 1/2	1 2 1/2	1 2 1/2
Tallow (American).....	44 6	44 6	44 3	44 3	44 3	44 3
Cloverseed (Am. red).....	42 0	42 0	42 0	42 0	42 0	42 0
Spirits turpentine.....	42 0	42 0	42 0	42 0	42 0	42 0

London Produce and Oil Markets.—This market closes at last week's prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Lins'd c'ke (obl).....	10 0	10 0	10 0	10 0	10 0	10 0
Lins'd (Calcutta).....	64 6	64 6	64 6	64 6	64 6	64 6
Sugar (No. 12 D'ch std).....	34 0	34 0	34 0	34 0	34 0	34 0
on spot, 1/2 cwt.....	85 0	85 0	85 0	85 0	85 0	85 0
Sperm oil.....	38 0	38 0	38 0	38 0	38 0	38 0
Whale oil.....	35 15	35 15	35 15	35 15	35 15	35 15
Lins'd oil.....	35 15	35 15	35 15	35 15	35 15	35 15

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$6,606,985 this week, against \$8,644,238 last week, and \$8,887,021 the previous week. The exports are \$6,114,056 this week, against \$6,225,767 last week, and \$4,716,438 the previous week. The exports of cotton the past week were 13,975 bales, against 16,557 bales last week. The following are the imports at New York for week ending (for dry goods) Oct. 10, and for the week ending (for general merchandise) Oct. 11:

	1869.	1870.	1871.	1872.
Dry goods.....	\$1,319,456	\$2,259,031	\$2,338,509	\$1,403,240
General merchandise.....	2,416,333	2,759,183	3,905,890	8,303,745
Total for the week.....	\$3,735,789	\$5,018,214	\$6,244,399	\$6,606,985
Previously reported.....	\$40,316,760	\$238,361,237	\$304,273,062	\$50,719,018

Since Jan. 1..... \$24,054,549 \$243,379,471 \$310,517,401 \$357,326,002

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Oct. 15:

	1869.	1870.	1871.	1872.
For the week.....	\$4,149,317	\$3,196,133	\$3,851,474	\$4,114,056
Previously reported.....	151,976,583	141,559,063	184,236,701	177,389,100

Since Jan. 1..... \$156,125,800 \$144,755,201 \$190,088,175 \$183,703,156

The following will show the exports of specie from the port of New York for the week ending Oct. 12, 1872:

Oct. 9—Str. Calabria, Liverp'l— Mexican silver dollars.....	\$15,815	American silver coin.....	\$3,000
Oct. 9—Bark Ilva, Maracabo— Mexican silver dollars.....	32,000	Oct. 12—St. Donan, Southamp— Mexican silver dollars.....	88,673
Oct. 10—Str. Hammonia, Hamburg— Foreign gold.....	27,419	Oct. 12—Str. Henry Chauncey, Guayaquil— American silver.....	10,000
Oct. 10—Str. Weybosset, Port au Prince— Foreign silver coin.....	2,000	Oct. 12—Str. City of Paris, Liverpool— Silver bars.....	22,867

Total for the week..... \$157,774

Previously reported..... 60,076,209

Total since Jan. 1, 1872..... \$60,233,933

Same time in 1871.....	\$56,717,537	Same time in 1867.....	\$42,922,690
1870.....	50,696,569	1866.....	54,113,933
1869.....	27,383,281	1865.....	29,503,975
1868.....	65,430,157		

The imports of specie at this port during the past week have been as follows:

Oct. 8—Str. Henry Chauncey, Aspinwall— Silver.....	\$3,525	dad, Bolivar— Gold bullion.....	\$4,738
Oct. 8—Bark Magdalena, Cienfuegos— Silver.....	12,000	Oct. 11—St. Columbia, Havana— Silver.....	20,000

Total for the week..... \$30,293

Previously reported..... 4,974,009

Total since January 1, 1872..... \$4,994,302

Same time in 1871.....	\$8,311,267	Same time in 1869.....	\$14,702,890
1870.....	8,489,011	1868.....	6,078,849

—The St. Paul Press reports: Dr. Geo. Keith, a member of the firm of Barleigh & Keith, who have the contract for grading the fifty miles of the Northern Pacific next east of the Missouri, has lately returned from that part of the country, and brings some interesting intelligence. The track, he says, is down 130 miles, west of Fargo, leaving but 78 miles to carry the road to the Missouri. If no delays occur, the whole distance will be graded in less than a month. Messrs. Barleigh & Keith have 200 men and 300 teams now at work on their contract. Bridge building has somewhat delayed work in the past but the iron is now going down at the rate of three miles per day, and the road is to be completed to the Missouri by December 1st. No difficulties have been experienced from the Indians, although small bands of roving Sioux frequently visit the camps. The doctor describes a battle between the Rees and Sioux, near Fort McKean, which took place last week, Wednesday, about 100 warriors being engaged on each side, the Sioux being victorious. After the doctor left he heard that the fight had been renewed.

—Governor Smith has issued an official order settling the Alabama and Chattanooga Railroad affair by making Wm J. Haralson and Louis Rice receivers, tenants at will of the State of Georgia.

—The total receipts of wheat at St. Louis for the week ending September 21, 1872, were 251,842 bush. Of this quantity the St. Louis and Southeastern Railway Company carried 39,994 bush., an excess of 10,686 bush. over the shipments of any other road.

—The attention of the readers of THE CHRONICLE is called to the card, in another column, of Messrs. E. P. Scott & Co., of this city. We understand that their specialty is to make advances on Cotton, and execute orders in "Futures." They also receive accounts of bankers and merchants, subject to sight drafts,

—Attention is directed to the card of Messrs. Cheppu, Bucher & Mulville, insurance agents, which will be found in our advertising columns to-day. These gentlemen represent the Fire Association of Philadelphia, with a capital of \$500,000 and assets of \$1,975,087. They are also general agents of the Lancaster Fire Insurance Company—capital and assets, \$350,000; the American Central Insurance Company, \$1,500,000; the Farmers' Mutual Fire Insurance Company, \$900,000, and the Pennsylvania Underwriters, \$1,000,000.

BANKING AND FINANCIAL.

BANKING HOUSE OF FISK & HATCH,
NO. 5 NASSAU STREET, NEW YORK.

Deposits received, on which we allow interest at the rate of four per cent per annum. Special arrangements made with Savings Banks and others depositing large amounts.

We issue Certificates of Deposit available in all parts of the country, and bearing interest in case of special deposit.

We make collections for merchants and others in all parts of the country.

Orders for Investment Stocks and Bonds executed at the Stock Exchange, on commission, for cash.

We deal in Government Bonds, and make a specialty of a few first-class Investment Securities, which we can recommend with confidence, viz:

Chesapeake and Ohio Bonds, 6 per cent gold.

Central Pacific Bonds, 6 per cent gold.

Western Pacific Bonds, 6 per cent gold.

The Chesapeake and Ohio Bonds can now be purchased at rates which render them a very desirable investment and admit of a considerable advance in price upon the completion of the road.

The road is so nearly completed that trains are expected to run over the whole line in December, after which the securities will be introduced at the Stock Exchange, when they should soon take rank with Central Pacifics and other first-class bonds on finished roads.

The Central Pacific Bonds are quoted at all the principal Stock Exchanges of the world, and are held as the favorite American Security in the European markets, where a large proportion of the entire issue has been absorbed. They are now comparatively scarce in this market.

The Western Pacific Bonds, payment of which is assumed by the Central Pacific Railroad Company, by consolidation, and which are therefore equal in intrinsic value for investment to the above, we can usually furnish at something less than the current market price of Centrals.

We buy and sell either of the foregoing at current market rates.

Full information furnished upon application at our office, in person or by mail.

FISK & HATCH.

INVESTMENTS.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of road also entitles the Company to ten million four hundred thousand acres of land located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by a first mortgage on the road, its traffic and franchise, and on the entire land grant received from the government. The rate of interest is Seven and Three-tenths, Gold, equivalent to about Eight and a Quarter per cent in currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20's and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

BANKING HOUSE OF HENRY CLEWS & CO.,
32 Wall street, N. Y.

Bills of Exchange, Circular Notes, Travelers' and Commercial Credits issued available in all parts of the world.

Deposits received, subject to check at sight. Interest allowed on all Daily Balances.

Collections made, Investment orders executed.

MONEY TO LOAN

On COTTON in Warehouse.

R. M. WATERS & CO., 56 BROAD STREET.

RAILROAD BONDS.—Whether you wish to buy or sell, write to

CHARLES W. HASSLER, No. 7 WALL ST., N. Y.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PA'ABLE.	BOOKS CLOSED.
Banks.			
National City.....	10 free.	Nov. 1.	.....
Fulton National.....	5 free.	Nov. 1.	Oct. 16 to Nov. 1.

FRIDAY EVENING, Oct. 18, 1872.

The Money Market.—The market for call loans has continued easy throughout the week, at rates ranging from 3 to 7 per cent., the more ordinary rate being 5@6 per cent. As soon as the Government interfered with the speculative operations in gold and money, it became the policy of those who had been "locking up" to turn all their forces in the other direction, and fall in with the Treasury movement to make everything work very easily. It is due, in part, to these tactics that money on call has since been so readily obtainable at low prices. There is a great difference noted between the extent of the relief that has come to stock brokers and to commercial borrowers, for while the brokers are accommodated with their loans on call at the easy rates above mentioned, the very best class of endorsed commercial paper can hardly be sold better than 10 per cent., with a few exceptions as low as 9 per cent. during the past day or two. Other paper very good, but not endorsed, sells from 15 to 18 per cent. It thus appears that the Treasury operations have thus far chiefly benefited the borrowers of Wall and Broad streets more than the commercial community.

The future course of the market for the balance of this year would seem to depend now very greatly upon the action taken by the Secretary of the Treasury; if it is to be understood that he intends to keep an easy money market, even if it requires the issue of more greenbacks to accomplish it, the result, of course, is certain. But if his measures to relieve the money market will be limited to what has already been done, it is possible that money may yet be in active demand, and perhaps stringent, within the next 60 days.

The Bank of England action was looked for with much interest this week, and it was satisfactory that no advance was made from the present minimum rate of 6 per cent; the decrease in bullion was £398,000.

The Bank of France reports an increase in specie of 750,500 francs.

The last statement of our associated city banks for the week ending Friday, 11th inst., reflected to a considerable extent the large Treasury disbursements. The liabilities stood at \$217,447,200, and the total reserve at \$57,937,200, being \$3,585,400 more than 25 per cent. of the liabilities, an increase of \$5,154,400 from the previous week.

The following statement shows the changes from previous week and a comparison with 1871 and 1870:

	Oct. 5.	Oct. 12.	Differences.	1871.	1870.
Loans and dis....	\$269,810,300	\$268,298,365	Dec. \$1,512,000	\$293,511,000	\$235,200,000
Specie.....	9,043,300	12,217,522	Inc. 3,174,222	9,777,700	11,600,000
Circulation.....	27,504,300	27,287,900	Inc. 216,400	30,334,000	32,900,000
Net deposits.....	186,150,300	189,704,300	Inc. 3,554,000	215,182,100	187,300,000
Legal tenders....	41,915,700	45,759,400	Inc. 3,843,700	50,841,900	50,500,000

United States Bonds.—Government bonds have been firm and steady at prices nearly the same as those current at the close of last week. At the Treasury sale of \$1,000,000 five-twenties on Wednesday the offerings were a little over \$800,000, but only \$94,000 were accepted as below par in gold. There has been no specially new feature in governments, and the demand has been tolerably well distributed among purchasers for home and foreign account.

Closing prices daily, and the range since January 1, have been:

	Oct. 12.	Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Since January 1.	
	12.	14.	15.	16.	17.	18.	Lowest.	Highest.
5s. fund, 1881, cp.....	110 1/2	110 1/2	110 1/2	111	111 1/2	112 1/2	107 1/2	113 1/2
6s. 1881, reg.....	114 1/2	114 1/2	115	115 1/2	115 1/2	116 1/2	113 1/2	117 1/2
6s. 1881, comp.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	114 1/2	120 1/2
5-20's 1862, comp.....	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	109 1/2	116 1/2
5-20's 1864, comp.....	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	109 1/2	116 1/2
5-20's 1865, ".....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	109 1/2	116 1/2
5-20's 1865, n.....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	109 1/2	114 1/2
5-20's 1867, ".....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	111 1/2	115 1/2
5-20's 1868, ".....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	111 1/2	115 1/2
10-40's, reg.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	107 1/2	111 1/2
10-40's, coupon.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	107 1/2	111 1/2
Currency 6's.....	112 1/2	113	113	113	113 1/2	113 1/2	111	117 1/2

* This is the price bid, no sale was made at the Board.

Closing prices of securities in London have been as follows:

	Oct. 4.	Oct. 11.	Oct. 18.	Since January 1.	
				Lowest.	Highest.
U.S. 6s, 5-20s, '65.....	93 1/2	93 1/2	91 1/2	90 1/2 May 9	94 1/2 Jan. 2
U. S. 6s, 5-20s, '67.....	92 1/2	92 1/2	92 1/2	91 1/2 June 19	94 1/2 Jan. 2
U. S. 6s, 10-40s.....	87 1/2	87 1/2	87 1/2	87 1/2 Sept. 23	92 1/2 Jan. 1
New 5s.....	89 1/2	89 1/2	88 1/2	86 1/2 Feb. 8	91 1/2 Jan. 1

State and Railroad Bonds.—The transactions in Southern State Bonds have been quite limited, and it is not probable that

The following are the totals for a series of weeks past:

Date.	Loans.	Specie.	Circulation.	Deposits.	Legal Tender.	Aggregate.
July 15.	295,232.00	25,221.40	27,466.40	245,508.00	53,440.70	598,968.50
July 22.	297,214.50	29,571.80	27,376.00	245,508.00	52,895.60	598,968.50
July 29.	295,136.90	28,498.70	27,350.00	245,062.70	53,751.90	593,799.20
August 5.	295,478.90	29,025.90	27,337.00	245,328.00	53,751.90	593,799.20
August 12.	295,386.30	29,195.00	27,434.00	245,648.20	53,751.90	593,799.20
August 19.	292,425.30	29,399.30	27,390.00	245,257.60	53,751.90	593,799.20
August 26.	292,425.30	29,399.30	27,390.00	245,257.60	53,751.90	593,799.20
September 2.	284,124.00	16,402.50	27,475.00	219,028.20	50,013.76	590,133.76
September 9.	287,640.00	13,131.30	27,432.00	218,616.20	49,168.50	590,133.76
September 16.	284,652.30	12,787.30	27,621.00	209,546.00	48,105.60	590,133.76
September 23.	280,845.30	12,399.50	27,668.10	201,127.80	46,157.22	588,133.76
September 30.	272,293.90	11,993.50	27,735.10	195,450.00	44,981.80	583,511.10
October 7.	263,810.30	9,923.30	27,624.20	186,150.30	41,915.70	570,424.80
October 14.	268,238.30	12,217.30	27,787.90	189,729.30	45,759.40	580,222.60

NATIONAL BANKS.—Below we give a statement of the Philadelphia National Banks, as returned to the Clearing House, on Monday, Oct. 14, 1872:

Oct. 1st, 1877.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Banks.	\$750,000	\$1,083,205	\$4,700	\$129,300	\$322,700	\$412,600
Atlantic.	1,500,000	2,488,200	2,700	181,900	739,800	784,800
Blackstone.	1,000,000	1,712,500	35,900	117,100	825,100	384,200
Boston.	600,000	1,588,900	3,300	196,000	723,300	445,200
Boylston.	200,000	2,000,000	4,200	172,000	667,000	797,500
Broadway.	1,000,000	2,007,300	40,000	71,500	615,800	557,400
Columbian.	1,000,000	2,712,500	35,900	111,900	860,100	785,400
Continental.	1,000,000	2,000,000	35,900	117,100	825,100	384,200
Everett.	1,000,000	2,573,300	124,000	138,200	1,245,100	1,166,700
Financial.	3,000,000	1,646,300	2,200	114,300	528,100	522,600
Fremman's.	1,000,000	2,073,400		191,000	166,900	353,500
Globe.	1,000,000	2,000,000	35,900	117,100	825,100	384,200
Hamilton.	1,000,000	2,000,000	35,900	117,100	825,100	384,200
Howard.	800,000	1,26,300	11,800	94,100	472,700	353,500
Market.	800,000	1,582,400	15,300	167,900	792,100	411,200
Massachusetts.	1,000,000	1,075,000	91,000	29,000	202,000	202,000
Merchants.	3,000,000	6,189,300	114,900	570,300	1,308,600	1,363,400
Mount Vernon.	200,000	812,600		65,800	358,600	176,700
New England.	1,000,000	2,478,100	14,600	115,600	738,000	792,100
New York.	1,000,000	2,000,000	17,200	137,400	1,100,000	1,000,000
Old Boston.	800,000	2,005,100	50,700	317,800	1,066,400	844,500
Shawmut.	1,000,000	2,436,900	10,700	105,900	727,600	595,100
Shoe & Leather.	2,000,000	8,423,000	4,500	200,800	539,200	539,200
State.	1,500,000	3,927,200	4,500	270,900	611,400	749,400
Suffolk.	1,000,000	1,462,300	23,500	84,800	874,500	172,800
Traders.	2,000,000	3,228,000	92,000	226,000	780,000	780,000
Transatlantic.	750,000	1,767,700	2,500	114,300	567,400	503,000
Washington.	1,000,000	3,315,500	4,500	280,200	1,047,800	800,000
First.	1,600,000	4,838,900	80,900	455,700	1,969,900	773,600
Second (Granite).	1,000,000	1,129,000	28,000	92,000	611,000	611,000
Third.	2,000,000	4,419,300	200	450,100	1,327,300	659,000
Bank of Commerce.	1,000,000	1,805,000	5,200	249,700	497,000	592,100
Bank of N. America.	1,500,000	3,925,000		192,700	785,000	795,000
Bk of Pennsylvania.	1,000,000	1,696,500	16,800	100,500	620,500	448,200
City.	1,000,000	1,967,700	13,600	119,900	760,500	535,600
Exchange.	1,400,000	4,480,000	611,000	111,000	666,000	666,000
Hide & Leather.	1,500,000	3,317,900	14,500	280,000	1,152,100	787,100
Revere.	2,000,000	4,188,400	2,300	280,100	1,742,900	750,000
Security.	200,000	588,700	4,700	62,800	69,000	177,000
Union.	1,400,000	3,186,600	100	186,600	592,000	492,000
Webster.	1,500,000	2,577,500	900	124,900	592,900	492,000
Commonwealth.	500,000	1,901,500	200	142,000	1,300,500	250,000
Total.	\$18,350,000	\$107,611,800	\$951,900	\$8,084,500	\$39,780,000	\$24,668,000

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

Government Bonds and active Railroad Stocks are quoted on a previous page and not repeated here. Prices represent the per cent value, whatever the par may be. "N. Y. Local Securities" are quoted in a separate list.

STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.	STOCKS AND SECURITIES.		Bid.	Ask.
NEW YORK. (U. S. Bonds quoted before.)				NEW YORK. (U. S. Bonds quoted before.)				NEW YORK. (U. S. Bonds quoted before.)				NEW YORK. (U. S. Bonds quoted before.)			
State Bonds.				State Bonds.				State Bonds.				State Bonds.			
Tennessee 6s, old	74	74 1/2	N. Y. Central 6s, subscription	89	90	Miscellaneous List.		Utica, Clin. & Bing. 7s, guar.	92	97					
do do new	74	75	do 7s, 1875	101	102	Atchison & P. P. 7s, gold	60	Union Pac. 7s, branch, 6s, old	88 1/2	90					
Virginia 6s, old	43	49	do 7s, 2d do 1875	98	102	Atlantic & Pacific L.G. 6s, old	60	Western Pacific, 6s, gold	90	95					
do do new bonds	51	57	do 7s, 3d do 1883	90	91	Atchison, Top. & S. Fe 7s, old	80	Warren & Franklin 7s, gold	91	95					
do do consol. bonds.	51	55	do 7s, 4th do 1880	90	94	Atchison & Nebraska 3 p. c.	78	Walkill Valley 1st 7s, gold	90	90					
do do deferred do	15	55	do 7s, 5th do 1888	96	96	Bur. & Mo. River stock	118	West Wisconsin 7s, gold	90	90					
Georgia 6s	75	75	do 7s, cons. mort. gold	96	96	do do Land M. 7s	95								
do 7s, new bonds	85	85	Buff. N. Y. & E. 1st M. 1877	96	96	do do 2d S. do 7s	112								
do 7s, endorsed	85	85	Ind. R. 7s, 2d M. S. F. 1885	102	102	do do 3d S. do 7s	112								
do 7s, Gold	85	85	do 7s, 3d M. S. F. 1885	102	102	do do 4th S. do 7s	112								
North Carolina 6s, old	88 1/2	88 1/2	Harlem, 1st Mortgage 7s	102 1/2	102 1/2	do do 5th S. do 7s	112								
do do to N. C. R. R. Co.	46	47	do Con. M. & S. R. F. 6s	94	95	do do 6th S. do 7s	112								
do do Funding Act, 1866	30	30	Albany & Susquehanna 1st bonds	94	95	do do Creston branch	112								
do do do 1868	24	24	do do 3d do	94	95	do do Charleston branch	112								
do do new bonds	19	21	Mich. Cent. 1st M. 8s, 1882	118	117	Bur. & M. (in Neb.) 1st conv.	100								
do do Special Tax	10	13 1/2	do Consol. 7s, 1892	102	102	California & Oregon 6s, old	87 1/2								
South Carolina 6s	50	50	Mich. So. 7 per cent 2d Mort.	99 1/2	100 1/2	California Pac. R.R. 7s, old	100								
do do Jan. & July	26 1/2	27	Mich. S. & N. 1st S. F. 7 p. c.	103 1/2	103 1/2	do 6s, 2d M. gold	93								
do do April & Oct.	27	27	Cleve. & Tol. Sinking Fund	96	96	Central Pac. 7s, gold, State Aid	108								
do do Funding Act, 1866	30	30	Cleve. & Tol. new bonds	96	96	do 7s, gold, conv.	108								
do do Land C. 1889, J. & J	20	20	Cleve. & P.ville & Ash. old bds	96 1/2	96 1/2	Chicago, Bur. & Quincy new 7s	95								
do do Land C. 1889, A. & O	20	20	do do new bds	96 1/2	96 1/2	Keokuk & St. Paul, 8s	95								
do do 7s, of 1888	86	86	Detroit, Monroe & Tol bonds	96 1/2	96 1/2	Carthage & Bz. 8s	95								
Missouri 6s	92 1/2	93 1/2	Buffalo & Erie new bonds	96 1/2	96 1/2	O. & Fox R. Valley 8s	95								
Louisiana 6s	52	52	Lake Shore con. coup. bonds	99	99	Quincy & Warsaw, 8s	100								
do do new bonds	52	52	Lake Shore Div. bonds	99	99	Ill. Grand Trunk	102								
do do new floating debt	52	52	do do new bonds	99	99	Peoria & Hannibal R. 8s	95								
do 7s, Penitentiary	99	99	Pacific R. 7s, guar'd by Mo.	98	98	Chicago & Iowa R. 8s	97								
do 6s, levee bonds	99	99	Central Pacific gold bonds	99 1/2	100	American Central 8s	95								
do 8s do	99	99	Union Pacific 1st M. 6s Bonds	89 1/2	89 1/2	Chi. & Southern R. 8s	95								
do 8s do	99	99	do Land Grant, 7s	77 1/2	77 1/2	Col. & Hoek. V. 1st 7s, 33 yrs	87								
do 8s do	99	99	do Income 13s	80 1/2	81	do do 1st 7s, 20 yrs	89								
California 7s	101	101	Illinois Central 7 p. c. 1875	101	101	do do 2d 7s, 20 yrs	85								
do 7s, large bonds	101	101	Alton & T. H. 1st M.	101 1/2	101 1/2	Chic. Dan. & Vincennes 7s, old	90								
Connecticut 6s	101	101	do do 2d M. pref.	84	84	Cleve. M. V. & Del. 7s, gold	88								
Rhode Island 6s	101	101	Chic. & N. Western S. Fund.	98	100	Connecticut Western 1st 7s	89								
Alabama 6s	80	80	do do Int. Bonds	98	98	Chesapeake & Ohio 1st 7s, gold	85								
do 8s Mont. & Eufrata R.	80	80	do do Consol. bds	98	98	Chic. & Mich. Lake Shore 8s	85								
do 8s, Alab. & Chat. R.	80	80	do do Ext. Bds	96 1/2	96 1/2	Des Moines Valley 1st 7s	75								
do 8s, of 1892	80	80	do do Int. Mort.	96 1/2	96 1/2	do do Land Grant 8s	40								
Arkansas 6s, funded	80	80	Iowa Midland, 1st mort. 8s	96 1/2	96 1/2	Dan. Urb. Bl. & P. 1st M. 7s	90								
do 7s, L. R. & Ft. S. 18s	80	80	do do St. Jo. Land Grants	96 1/2	96 1/2	Detroit, Hillsdale & I. R. 8s	80								
do 7s, L. R. & P. B. & N. O.	80	80	do do do	96 1/2	96 1/2	Dutchess & Columbia 7s	56								
do 7s, Miss. O. & R. Riv.	80	80	do do do	96 1/2	96 1/2	Denver Pacific 7s, gold	85								
do 7s Ark. Cent. R.	80	80	do do do	96 1/2	96 1/2	Denver & Rio Grande 7s, gold	80								
Texas 6s, 1875	86	86	do do do	96 1/2	96 1/2	Detroit, Lansing & L. M. 8s	80								
do 6s, 1881	86	86	do do do	96 1/2	96 1/2	Evansville & Crawfordsv. 7s	84								
do 6s, 1886	86	86	do do do	96 1/2	96 1/2	Erie & Pittsburgh 1st 7s	83								
do 6s, 1892	86	86	do do do	96 1/2	96 1/2	do do 2d 7s	80								
Illinois canal bonds, 1870	86	86	do do do	96 1/2	96 1/2	Evansville, Hen. & Nashv. 7s	80								
do 6s coupon, 77	86	86	do do do	96 1/2	96 1/2	Elizabethtown & Padu. 8s con	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	Evansville, T. H. & Chic. 7s, gold	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	Europe & North. Am. 6s, gold	85								
do do 1879	86	86	do do do	96 1/2	96 1/2	Flint & Pere M. 7s, Land Gr.	96								
do do 1879	86	86	do do do	96 1/2	96 1/2	Fort W. Jackson & Sag. 8s	87 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	Grand R. & Ind. 7s, gold, guar.	108								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do plain	98								
do do 1879	86	86	do do do	96 1/2	96 1/2	Grand River Valley 8s	91								
do do 1879	86	86	do do do	96 1/2	96 1/2	Indianap. Bl. & W. 1st 7s, gold	91								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s	81 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	Indianap. & Vincen. 1st 7s	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	Iowa Falls & Sioux C. 1st 7s	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	Indianapolis & St. Louis 7s	92								
do do 1879	86	86	do do do	96 1/2	96 1/2	Jackson, Lansing & Sag. 8s	107 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	Kansas Pac. 7s, Extension, gold	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	do 7s, Land Gr. 7s, gold	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	do 7s, new gold	77								
do do 1879	86	86	do do do	96 1/2	96 1/2	do 6s, g'd, Jun & Dec	80 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	do 6s, Fed & B. 1st M. 8s	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	do 7s, 1875, Land Gr.	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	do 7s, Leaven. Brch.	79								
do do 1879	86	86	do do do	96 1/2	96 1/2	do Income, No. 11.	83								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do No. 16.	25								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do	12 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	Kalamazoo & South H. 8s, guar	91								
do do 1879	86	86	do do do	96 1/2	96 1/2	Kal. Allegan. & G. R. 8s, guar.	91								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do	91								
do do 1879	86	86	do do do	96 1/2	96 1/2	Kansas City & Cameron 10s	105								
do do 1879	86	86	do do do	96 1/2	96 1/2	Kan. C. St. Jo. & C. B. S. p. c.	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	Lake Sup. & Miss. 1st 7s, gold	85								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s	75								
do do 1879	86	86	do do do	96 1/2	96 1/2	Leav. Atch. & N. W. 7s, guar.	10								
do do 1879	86	86	do do do	96 1/2	96 1/2	Leav. Law. & Gal. stock	10								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 1st M. 10s	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	Louisiana & Mo. Riv. 1st M. 7s	88 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d M. 8s	97 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	Michigan Air Line, 8s	107								
do do 1879	86	86	do do do	96 1/2	96 1/2	Moatfield & P. Jarvis 7s, gold	85								
do do 1879	86	86	do do do	96 1/2	96 1/2	Montclair 1st 7s, gold, guar.	85								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s	85								
do do 1879	86	86	do do do	96 1/2	96 1/2	Mo. Kan. & Texas 7s, gold	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	Mo. R. Ft. S. & Gulf. stock	8								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 1st M. 10s	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s, gold	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	N. J. Midland 1st 7s, gold, guar.	96								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s, guar.	82 1/2								
do do 1879	86	86	do do do	96 1/2	96 1/2	N. Y. & Osw. Mid. 1st 7s, gold	28								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s, gold	28								
do do 1879	86	86	do do do	96 1/2	96 1/2	New York & Boston 7s, gold	90								
do do 1879	86	86	do do do	96 1/2	96 1/2	N. Haven, Middlet. & W. 7s	80								
do do 1879	86	86	do do do	96 1/2	96 1/2	Newburg brch 7s, guar. Erie	84								
do do 1879	86	86	do do do	96 1/2	96 1/2	do do do 2d 7s, gold	84								
do do 1879	86	86	do do do	96 1/2	96 1/2	Omaha & Southwestern R.R. 8s	90								
do do 1879	86														

LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.		DIVIDENDS.				PRICE.	
Marked thus (*) are not National.	Par	Amount.	Periods.	1870	1871	Last Paid.	Bid.	Askd
American*	100	3,000,000	J. & J.	10	10	July, '72.5	148	
American	100	500,000	J. & J.	8	8	Jan., '72.5		
American Exchange.	100	5,000,000	M. & N.	8	8	May, '72.4	114	
Atlantic.	75	300,000	J. & J.	8	8	Jan., '72.5	148	
Bowery	100	250,000	J. & J.	8	8	July, '68, 15	160	175
Broadway	25	1,000,000	J. & J.	4	21	July, '72.12		300
Bull's Head*	25	200,000	Q. - J.	10	40	Oct., '72.4	280	90
Butchers & Drovers	25	300,000	J. & J.	10	10	July, '72.5		148
Central.	100	400,000	J. & J.	8	8	July, '72.5	99	100
Chatham.	100	3,500,000	J. & J.	16	12	July, '72.6	150	152
Chemical.	100	300,000	ev. 2 mos	36	36	Sept., '72.10	1000	132
Citizens*	25	400,000	J. & J.	10	10	July, '72.5	135	
City.	100	10,000,000	J. & J.	10	9	July, '72.4	115	116
Commerce.	100	750,000	J. & J.	7	6	July, '71.3	84	
Commonwealth.	100	2,000,000	F. & A.	8	8	July, '73.5		92
Continental.	100	1,000,000	J. & J.	10	10	Aug., '72.5	128	
Corn Exchange*	100	100,000	Q. - J.	15	15	Oct., '72.4		
Currency	100	1,000,000	J. & J.	8	8	July, '72.3		
Dry Goods.	25	350,000	J. & J.	8	8	July, '72.4	115	
East River	25	240,000	J. & J.	7	7	July, '72.5		
Eleventh Ward*	25	240,000	J. & J.	7	7	Oct., '72.3	180	
Fifth.	100	500,000	Q. - J.	16	20	Oct., '72.5		
Fourth	100	5,000,000	J. & J.	8	8	July, '72.4	110	111
Fulton.	30	600,000	M. & N.	10	10	May, '72.5	117	163
German American	100	200,000	M. & N.	7	7	Nov., '71.3	120	
Grocers	25	200,000	M. & N.	20	20	May, '72.10		
Greenwich*	40	300,000	J. & J.	10	10	July, '72.5		100
Grocers.	100	1,000,000	J. & J.	8	8	July, '72.5	88	100
Harlem.	100	500,000	F. & A.	8	8	Feb., '72.4	105	15
Importers & Traders.	100	1,500,000	J. & J.	12	6	July, '72.6	170	1.5
Irving	50	500,000	J. & J.	8	8	July, '72.4	125	
Manufacturers & Build.	100	100,000	J. & J.	12	12	July, '72.5	101	
Leather Manufacturers.	100	400,000	J. & J.	10	10	July, '72.5	101	
Manhattan.	50	2,000,000	F. & A.	10	10	Aug., '72.5	150	
Mant & Merchants*	100	500,000	J. & J.	8	8	July, '72.4	100	
Marine.	100	400,000	J. & J.	12	12	July, '72.6		130
Market.	100	1,000,000	J. & J.	10	10	July, '72.5	132	
Mechanics.	25	2,000,000	J. & J.	10	10	May, '72.5	132	
Mech. Bkg Ass'n.	50	500,000	M. & N.	10	9	May, '72.4		
Mechanics & Traders.	25	600,000	M. & N.	10	10	May, '72.5		
Mercantile	100	1,000,000	J. & J.	10	10	May, '72.5	135	
Merchants.	50	300,000	J. & J.	8	8	July, '72.4		
Merchants' Ex.	50	1,235,000	J. & J.	8	8	July, '72.3	91	
Metropolis*	100	50,000	J. & J.	10	10	July, '72.5	130	
Metropol.	100	4,000,000	J. & J.	10	10	July, '72.5	130	
Murray Hill*	100	25,000	A. & O.	10	10	Oct., '72.4		
Mutual.	100	200,000	J. & J.	8	8	May, '72.3		
Nassau*	100	1,000,000	M. & N.	8	7	May, '72.3		108
National Gallatin.	50	1,500,000	A. & O.	10	8	Oct., '72.4	115	
New York.	100	3,000,000	J. & J.	16	16	Aug., '72.4	133	
New York County.	200	200,000	J. & J.	16	16	July, '72.7		
N. Y. Nat. Exchange.	100	500,000	J. & J.	7	7	July, '72.3	97	
N. Y. Gold Exchange*	100	500,000	J. & J.	7	7	June, '72.5	105	
Ninth.	100	1,500,000	J. & J.	10	9	July, '72.5	110	111
Ninth Ward.	100	200,000	J. & J.	7	7	July, '72.4		
North America*	100	1,000,000	J. & J.	7	7	July, '72.4	105	
North River*	100	400,000	J. & J.	8	7	July, '72.3		
Oriental*	50	300,000	J. & J.	12	12	July, '72.6	170	
Pacific*	50	400,000	J. & J.	16	16	Aug., '72.4	165	
Park.	100	2,000,000	J. & J.	12	12	July, '72.6	150	150
Peoples*	25	422,500	J. & J.	10	10	July, '72.5	100	
Phenix	20	1,800,000	J. & J.	8	7	July, '72.3	101	
Republic.	100	2,000,000	F. & A.	9	8	Aug., '72.4	124	
Security.	100	500,000	J. & J.	10	10	July, '71.3	102	
St. Nicholas.	100	1,000,000	F. & A.	10	10	Aug., '72.4	114	
Seventh Ward.	100	500,000	J. & J.	7	7	July, '72.3	97	100
Second.	100	300,000	J. & J.	10	10	July, '72.5		
Shoe and Leather.	100	1,000,000	J. & J.	12	12	July, '72.6		151
Sixth.	100	2,000,000	J. & J.	12	12	July, '71.6		
State of New York.	100	2,000,000	M. & N.	8	8	May, '72.4	113	114
Tenth.	100	1,000,000	J. & J.	8	8	July, '71.4	83	
Third.	100	1,000,000	J. & J.	12	12	July, '72.5		
Tradesmen's.	100	1,000,000	J. & J.	12	12	July, '72.4	148	
Union.	50	1,500,000	M. & N.	10	10	May, '72.5		
West Side*	100	200,000	J. & J.	10	10	July, '72.4		

Gas and City B. R. Stocks and Bonds.

(Quotations by Charles Otis, 9 New street and 74 Broadway.)

Brooklyn Gas Light Co.	25	2,000,000	Q. & F.	30	30	Aug., '72.5	245
Citizens Gas Co. (Bklyn.)	20	1,200,000	J. & J.	10	10	Jan., '72.5	310
do certificates	100	300,000	A. & O.	7	7	Apr., '72.3	100
Harlem	50	1,500,000	F. & A.	10	10	Aug., '72.5	190
Jersey City & Hoboken	20	386,000	J. & J.	15	15	Jan., '72.7	210
Manhattan	50	4,000,000	J. & J.	10	10	Jan., '72.5	210
do bonds	100	2,000,000	J. & J.	10	10	Jan., '72.5	136
Metropolitan	100	2,500,000	J. & J.	10	10	Jan., '72.5	136
do certificates	100	2,500,000	J. & J.	10	10	Jan., '72.5	136
Mutual, N. Y.	100	5,000,000	J. & J.	10	10	Various	95
Nassau, Brooklyn	25	1,000,000	J. & J.	10	10	Various	125
New York	100	4,000,000	M. & N.	10	10	Aug., '72.5	171
People's (Brooklyn)	100	1,000,000	M. & S.	10	10	Sept., '71.3	102
do bonds	100	300,000	F. & A.	10	10	Jan., '72.5	108
Westchester County	50	400,000	J. & J.	10	10	Jan., '72.5	108
Williamsburg	50	1,000,000	J. & J.	10	10	Jan., '72.5	108
do scrip	100	1,000,000	J. & J.	10	10	Various	108
Bleeker St. & Fulton Ferry—stock	100	900,000	J. & J.	10	10	Jan., '72.5	75
1st mortgage	100	1,000,000	J. & J.	10	10	June 72	90
Broadway & Seventh Ave—stock	100	1,600,000	J. & J.	10	10	Jan., '72.5	90
1st mortgage	100	1,600,000	J. & J.	10	10	Jan., '72.5	90
Brooklyn City—stock	100	1,500,000	Q. & F.	10	10	Aug., '72	200
1st mortgage	100	1,500,000	J. & J.	10	10	Jan., '72	100
Bklyn. Prospect Pk. & East—stock	100	300,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	300,000	M. & N.	10	10	Jan., '72	100
Broadway (Brooklyn)—stock	100	200,000	J. & J.	10	10	June 72	100
Brooklyn & Hunter's Pt.—stock	100	80,000	J. & J.	10	10	Jan., '72	80
1st mortgage	100	80,000	J. & J.	10	10	Jan., '72	80
Atlantic Avenue, Brooklyn—stock	100	500,000	A. & O.	10	10	Jan., '72	100
1st mortgage	100	500,000	A. & O.	10	10	Jan., '72	100
2d do	100	500,000	A. & O.	10	10	Jan., '72	100
3d do	100	500,000	A. & O.	10	10	Jan., '72	100
Central Pk. N. & E. River—stock	100	1,161,000	F. & A.	10	10	Jan., '72	100
1st mortgage	100	550,000	F. & A.	10	10	Jan., '72	100
2d do	100	550,000	F. & A.	10	10	Jan., '72	100
3d do	100	550,000	F. & A.	10	10	Jan., '72	100
Coney Island & Brooklyn—stock	100	250,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	214,000	J. & J.	10	10	Jan., '72	100
Dry Dock, E. B. & Battery—stock	100	1,200,000	Q. & F.	10	10	Aug., '72	58
1st mortgage	100	1,200,000	M. & S.	10	10	Jan., '72	91
Eighth Avenue—stock	100	1,000,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	200,000	J. & J.	10	10	Jan., '72	100
1st St. & Grand St. Ferry—stock	100	750,000	M. & N.	10	10	May 72	110
Grand Street & New York—stock	100	200,000	A. & O.	10	10	Jan., '72	100
Ninth Avenue—stock	100	797,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	167,000	J. & J.	10	10	Jan., '72	100
Second Avenue—stock	100	800,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	800,000	J. & J.	10	10	Jan., '72	100
3d mortgage	100	200,000	F. & A.	10	10	Jan., '72	100
4th mortgage	100	150,000	A. & O.	10	10	Jan., '72	100
Cons. Convertible—stock	100	315,000	M. & N.	10	10	Jan., '72	100
Sixth Avenue—stock	100	250,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	2,000,000	Q. & F.	10	10	Aug., '72	100
Third Avenue—stock	100	2,000,000	J. & J.	10	10	Jan., '72	100
1st mortgage	100	2,000,000	J. & J.	10	10	Jan., '72	100
Williamsburg & Flatbush—stock	100	300,000	M. & S.	10	10	Jan., '72	100
1st mortgage	100	125,000	M. & S.	10	10	Jan., '72	100

* This column shows last dividend on stocks, but date of maturity of bonds.

Insurance Stock List.

(Quotations by E. S. BAILEY, broker, 65 Wall street.)

COMPANIES.	CAPITAL.	NET SUR. PLUS, JAN. 1, 1872.*	DIVIDENDS.					PRICE.	
			Par Amount.	1868	1869	1870	1871	Last Paid.	Bid.	Asked
Adriatic	25	200,000	10,885	.....	.....	10	.....	July, '72.5	70
Aetna	100	200,000	New	.....	.....	.....	.....	July, '72.5	95
American	50	400,000	20,466	14	17	17	.....	July, '72.7	155
American Exch'e.	100	200,000	2,492	10	13	12	12	July, '72.6	100
Arctic	25	250,000	39,149	10	10	10	10	July, '72.5	80
Atlantic	50	200,000	200,000	10	10	10	10	July, '72.5	100
Bowery	25	30,000	231,151	10	20	20	.....	June, '72.10	200
Brewers & Malt's	100	200,000	169,114	14	16	15	.....	Aug. '72.10	165
Broadway	25	200,000	178,956	30	20	20	20	July, '72.10	200
Brooklyn	20	300,000	282,264	20	30	33	13	July, '72.3	125
Citizens	20	210,000	255,153	14	14	14	.....	Aug. '72.10	175
City	100	250,000	139,028	10	13	14	.....	July, '72.7	125
Clinton	10	300,000	86,544	10	10	10	10	July, '72.5	90
Columbia	100	20,000	11,048	10	10	11	10	July, '72.5	85
Commerce Fire	100	200,000	66,736	10	10	10	10	July, '72.5	105
Commercial	50	200,000	88,545	15	16	18	20	July, '72.3	114
Continental	100	1,000,000	274,716	15	20	20	20	Oct. '72.10	185
Corn Exchange	25	30,000	35,244	10	10	10	10	July, '72.5	100
Eagle	40	300,000	20,011	.....	.....	4	.....	Feb. '72.5	50
Empire City	100	200,000	9,500	17	20	20	10	July, '72.5	100
Exchange	50	200,000	8,845	10	10	10	10	Jan. '66.3	40
Farragut	10	150,000	38,011	10	10	10	10	Aug. '72.5	100
Firemen's	17	20,000	9,500	17	20	20	10	July, '72.5	100
Firemen's Fund	10	150,000	8,845	10	10	10	10	Jan. '66.3	40
Firemen's Trust	10	150,000	38,011	10	10	10	10	Aug. '72.5	100
Fitchburg	100	1,000,000	8,845	10	10	10	10	Aug. '72.5	100
German-American	50	500,000	84,726	10	10	10	10	July, '72.5	105
Germania	100	200,000	80,096	10	20	20	10	July, '72.5	105
Globe	50	200,000	207,011	10	20	13	.....	July, '72.5	105
Guardian	100	200,000	8,310	5	5	10	10	July, '72.5	55
Hamilton	15	150,000	59,896	10	16	15	.....	July, '72.7	130
Harbor	50	400,000	41,571	10	10	8	.....	July, '72.5	100
Hempstead	50	200,000	20,000	10	10	10	10	July, '72.5	100
Home	110	2,500,000	33,659	10	10	10	10	July, '72.5	97
Hope	25	150,000	22,111	.....	5	10	.....	Jan. '72.5	75
Howard	50	700,000	3,585	10	10	10	10	July, '71.6	90
Humboldt	100	500,000	61,941	10	10	10	10	July, '72.5	100
Importers & Trad.	100	500,000	61,941	5	5	5	5	July, '72.5	90
International	50	200,000	14,100	5	10	10	10	July, '71.5	70
Irvine	50	200,000	80,000	10	10	10	10	Sent '72.5	130
Kings Co. (B'klyn)	20	150,000	60,226	10	10	10	10	July, '72.5	100
Knickbocker	40	280,000	16,476	10	20	15	.....	July, '72.10	135
Lafayette (B'klyn)	50	150,000	12,432	.....	5	5	.....	July, '72.5	90
Lamar	25	150,000	49,263	10	10	10	10	July, '72.5	100
Lenox	25	150,000	49,263	10	10	10	10	July, '72.5	100
Long Island (B'kly.)	50	200,000	121,536	14	14	14	14	July, '72.7	135
Lorillard	25	300,000	25,374	.....	.....	.....	.....	July, '72.5	100
Manhattan	100	200,000	20,000	.....	.....	.....	.....	July, '72.5	100
Manhattan B'lders	100	200,000	20,000	.....	.....	.....	.....	July, '72.5	95
Market	100	200,000	20,000	.....	.....	.....	.....	July, '72.5	90
Mech. & Trad's	25	200,000	178,956	12	15	16	18	July, '72.10	165
Mechanics (B'klyn)	50	200,000	54,300	10	10	10	10	July, '72.5	100
Mercantile	50	200,000	3,815	10	10	11	11	July, '72.5	100
Merchants	50	200,000	169,216	20	30	20	20	July, '72.10	150
Metropolitan	10	300,000	2,732	3	4	11	12	July, '72.10	56
Middlesex (B'klyn)	50	200,000	181,834	12	12	12	12	July, '72.10	205
Nassau (B'klyn.)	50	200,000	37,188	12	12	12	12	July, '72.5	105
National	37 1/2	200,000	205,679	14	18	15	16	Aug. '72.10	175
N. Y. Equitable	85	210,000	129,975	13	15	16	16	Aug. '72.8	110
New York Fire	100	200,000	129,975	13	15	16	16	Aug. '72.8	110
N. Y. & Lonkers.	100	200,000	129,975	13	15	16	16	Aug. '72.8	110
Niagara	50	1,000,000	90,499	10	10	10	3 1/2	July, '71.3 1/2	108
North River	25	350,000	101,029	10	10	10	10	Oct., '72.5	110
Pacific	100	200,000	101,029	10	10	10	10	July, '72.7	125
Peter Cooper	20	150,000	144,584	10	11	12	12	Aug. '72.6	130
People's	20	150,000	68,592	10	12	12	12	July, '72.6	115
Rock (B'klyn)	50	200,000	171,656	10	12	12	12	July, '72.5	105
Relief	50	200,000	27,054	10	10	12	11	July, '72.5	92 1/2
Republic	100	300,000	106	5	10	10	10	July, '71.5	45
Resolute	100	200,000	106	5	10	10	3 1/2	July, '71.3 1/2	80
Riverside	25	200,000	137,067	13	15	16	16	Feb., '72.10	155
Satgers	100	200,000	137,067	13	15	16	16	Feb., '72.10	155
St. Nicholas	25	150,000	34,963	10	10	10	10	July, '72.5	100
Standard	50	200,000	161,400	10	11	10	7	July, '72.3 1/2	127
Star	100	200,000	6,526	10	10	10	10	July, '72.5	110
Strling	100	200,000	17,738	10	10	10	10	Aug. '72.5	110
Stuyvesant	25	200,000	194,696	10	10	10	10	July, '72.6	108
Tradesmen's	25	150,000	172,698	10	12	14	14	July, '72.1	160
United States	100	200,000	172,698	10	12	14	14	July, '72.1	160
Washington	100	200,000	172,698	10	12	14	14	July, '72.1	160
Williamsburg City	50	250,000	145,593	10	10	10	10	July, '71.5	112

The Railway Monitor.

LATEST INTELLIGENCE OF STATE, CITY AND RAILROAD FINANCES.

EXPLANATION OF STOCK AND BOND TABLES.

1. Prices of the most Active Stocks and Bonds are given in the "Bankers' Gazette," previously. Full quotations of all other securities will be found on preceding pages.

2. Government Securities, with full information in regard to each issue, the periods of interest payment, size or denomination of bonds, and numerous other details, are given in the U. S. Debt statement published in THE CHRONICLE on the first of each month.

3. City Bonds, and Bank, Insurance, City Railroad and Gas Stocks, with quotations, will usually be published the first three weeks of each month, on the page immediately preceding this.

4. The Complete Tables of State Securities, City Securities, and Railroad and Miscellaneous Stocks and Bonds will be regularly published on the last Saturday in each month. The publication of these tables, occupying fourteen pages, requires the issue of a supplement, which will be neatly stitched in with the regular edition; THE CHRONICLE containing this supplement will be printed in sufficient numbers to supply regular subscribers only. Single copies without the supplement sold as usual.

INVESTMENTS—PRESENT PRICES OF STOCKS AND BONDS.

The principles which govern purchaser for investment are alto- gether different from those which direct speculative operations. The investor places his money in a certain stock or bond with the view of obtaining a perfectly safe security, which will pay him a good annual interest; and if his investment is a safe one, he should not care to estimate the possibility of fluctuations in the price, subsequent to his purchase. The general rule with govern- ment bonds and other securities of unquestionable soundness is that the longer the bond runs the higher price will it command—and the prospect that the principal may be paid up within a few years is a decided disadvantage. This is most strikingly illustrated in the case of our government securities, and furnishes an import- ant reason for the low prices of United States bonds as compared with the national securities of some other countries.

But while it is not the province of the permanent investor to watch every fluctuation of the market with a view of profiting, by some fractional rise in prices, it is certainly proper for him to consider, when he has money on hand, whether the time is favorable for buying substantial stocks or bonds to hold; or whether he could probably do better by keeping his money in the bank or trust company at 4 or 5 per cent. interest, and purchase at a later period.

For the purpose of showing at a glance the prices at which some of our leading investment stocks and bonds are now selling, as compared with their prices last year at this time (just after the Chicago fire), and also after the opening of the present year, about the first of February, 1872, we have compiled the following table:

BONDS.	Interest periods.	Prices.		
		Oct. 17, 1872.	Feb. 1, 1871.	Oct. 20, 1871.
U. S. Gold 6s of 1881.....	Jan. & July.	116½	115½	115½
U. S. Gold 6s, 5-20s of 1867.....	Jan. & July.	114½	112	112½
U. S. Gold 5s, 10-40s.....	Mar. & Sept.	108½	110½	108½
U. S. Currency 6s.....	Jan. & July.	113½	114½	110½
Erie Railway 2d m. 7s.....	March & Sept.	95	98	85
" 4th m. 7s.....	April & Oct.	92½-3	92½-5	85
" 5th m. 7s.....	June & Dec.	95	91½	80½
Albany & Susquehanna 2d m. 7s	April & Oct.	94½	100	92
Lake Shore Dividend bonds, 7s.	April & Oct.	93	95	90
Central Pacific 1st m. gold 6s.	Jan. & July.	99½	102½	100½
Union Pacific 1st m. gold 6s.	Jan. & July.	88½	92½	84½
" Land Grant 7s.	April & Oct.	77½	82½	71½
" Income 10s.....	March & Sept.	80½	87	73
St. Louis, Alt. & T. H. 2d m. 7s.	F. & A. & M. & N.	88-92	88	85
Chicago & North W. consol. 7s.	Quar.—from F.	94	93½	91½
Del., Lack. & W. 1st m. 7s.	April & Oct.	100	105	99
Toledo, Wabash & W. cons. 7s.	Quar.—from F.	88½	88	83
" St. L. div. 7s.	Feb. & Aug.	88½	90	82
Morris & Essex 2d m. 7s.	Feb. & Aug.	98	98	98
New Jersey Central 2d m. 7s.	May & Nov.	100	102	101
Pitts., Fort W. & Chic. 2d m. 7s	Various.	99	103	101
" 3d m. 7s.	April & Oct.	99	95	100
Cleve. & Pitts. consol. 7s.	May & Nov.	95-99	94	91
" 2d m. 7s.....	March & Sept.	98	100	95-98½
" 3d m. 7s.....	May & Nov.	98½	99	96
Chic. & Alton Income 7s.....	April & Oct.	96	96	90
Ohio & Mississippi consol. 7s.	Jan. & July.	95	93½-5	90
Milwaukee & St. Paul 1st m. 7s	Jan. & July.	93	94½	91½
STOCKS.	Dividend periods, &c.	Prices.		
		Oct. 17, 1872.	Feb. 1, 1871.	Oct. 20, 1871.
New York Central & Hudson	Apr. & Oct. 4 semi-an.	95½	97½	87
Lake Shore & Mich. South'n	Feb. & Aug. 4 semi-an.	91	90½	93
Northwest pref. (7 per cent.)	June & Dec. 3½ semi-an.	88½	91½	86½
St. Paul pref. (7 per cent.)	February 7, annual.	76	74½	74
Rock Island.....	Apr. & Oct. 4 semi-an.	111	110½	98
Del., Lack. & West.....	Jan., &c., 2½ quart'ly	97½	103½	104½
Central of New Jersey.....	Jan., &c., 2½ quart'ly	102½	112	104½
Mor. & Es. (4 & 7 p. c. div.)	Jan. & July, 3½ semi-an.	92	92½	90½
Fort Wayne (Mar. 7 p. c.)	Jan., &c., 1½ quart'ly	94½	97½	98

New York, Providence & Boston (Stonington) Railroad.

—ANNUAL REPORT FOR THE YEAR ENDING 31ST AUGUST, 1872.—
We gave last week a brief extract, and are able to furnish now a more extended review from the printed report.

The President remarks: The receipts in each department of our business have been larger than in any previous year, and excluding dividend on stock held in Steamboat Company, are \$125,000 in excess of those of 1871. There is an apparent increase in expenditures of about \$80,000, the larger portion being for filling in the pile work at Poquonnock River and Mumford's Cove. This work, which has been progressing for years, is now nearly completed, and a large saving in the annual outlay for repairs will thereby be effected. The road has received requisite repairs, and is now in good running order.

A second track has been laid between Providence and Wickford, with a superior quality of 60 pound English rails, and proves a great service in moving expeditiously the increasing number of trains. A branch track has also been laid from our main line to Providence River, about one and one-fourth mile. There has also been laid 116 tons new and 725 tons rolled iron, 18,633 ties; 5,512 rails have been repaired at our shops and relaid.

The number of miles run is 441,485, at a cost of 12 676-1,000 cents per mile for fuel.

In April last we resumed the payment of quarterly dividends, and confidently rely on their continuance.

We have no floating debt, and the construction account, which was opened last year, has been charged with no rolling stock except two locomotives, the other items carried to the account are for second track, and for the enlargement of ferry, &c.

RECEIPTS.		EXPENDITURES.	
Through passage.....	\$237,146	General expenses, tools, &c.....	\$17,804
Local passage.....	208,744	Oil.....	6,785
		Waste.....	2,109
		Salaries.....	15,240
Through freight.....	\$445,891	Services.....	124,268
Local freight.....	216,451	Fuel.....	55,462
	126,087	Repairs of road.....	131,968
		" engines.....	26,092
Mail service.....	7,968	" cars.....	42,503
Rents, balance accounts.....	7,388	" bridges.....	7,321
Gas, balance accounts.....	989	" depots.....	6,602
Dredging, balance accounts.....	1,465	New cars.....	24,056
Interest account.....	3,601	Ferry.....	23,544
Dividend Stonington Sub't Co.	77,797	Insurance.....	2,546
Fall River Line.....	7,879	Taxes.....	22,137
Merchants' Nav. & Trans. Co., settlement.....	15,580	Fire damage.....	561
			\$509,106
	\$911,020		
Net earnings, 1872.....			\$401,914
Paid dividends.....			\$169,856
" interest on 6 per cent bonds.....			8,051
" extension road bonds.....			15,000
" improvement ".....			7,000
" 7 per cent. bonds, issue '69.....			47,005
			\$346,922
Surplus.....			\$154,991
CONSTRUCTION ACCOUNT.			
New engines, J. A. Burnham & P. C. Lovell.....		\$20,000	
New ferry boat.....		2,346	
New scales.....		1,074	
Second track.....		236,013	
Track from main line to Providence River.....		15,293	
Alteration ferry slips.....		5,430	
Real estate.....		9,000	
			\$289,157

[A detailed statement of the stock and bonds is given in the tables of the CHRONICLE published on the last Saturday of each month.]

Pittsburg, Cincinnati & St. Louis Railway Bonds.

An application has been received by the Committee on Stock List of the New York Stock Exchange from the Pittsburg, Cincinnati & St. Louis Railway Company to have their securities placed "on call." The following official statement has been submitted: The company was organized May 1, 1868, by the consolidation of the Steubenville & Indiana Railroad Company, the Holidays Cove Railroad Company, and the Pan Handle Railroad Company, under the laws of the States of Ohio, West Virginia and Pennsylvania. Length of road from Birmingham, opposite Pittsburg, to Newark, Ohio, 159 miles; one-half interest in Central Ohio Railroad, from Columbus to Newark, Ohio, 33 miles; branch from Cadiz Junction to Cadiz, Ohio, 8 miles. Total, 200 miles. Capital stock, 200,000 shares of \$50 each. Of which 60,000 shares were preferred seven per cent stock, and 140,000 shares common stock. There are also in the hands of the company 75,000 shares preferred stock, created by special action of the shareholders at their annual meeting February 5, 1872. Of this 70,000 shares preferred stock 60,000 shares are to be issued to the Pennsylvania Railroad Company at par for payment of that amount borrowed of that company for the purpose of improving and further equipping the road, leaving to be hereafter issued as occasion may require 10,000 shares. The funded debt of the company is: First mortgage consolidated seven per cent bonds, dated August 1, 1868, maturing August 1, 1900, interest payable February 1 and August 1 at the office of the Pennsylvania Railroad Company in Philadelphia—\$10,000,000. Denomination, \$1,000 each. First mortgage six per cent bonds, dated May 1, 1864, maturing May 1, 1884, interest payable monthly, according to series (of which there are 12) at the agency of the company in New York, \$3,000,000, denomination, \$1,000 each; first mortgage seven per cent bonds, dated Sept. 1, 1864, maturing Jan. 1, 1890, interest payable Jan. 1 and July 1, at the office of the Pennsylvania Railroad Company, in Philadelphia, \$775,000, denomination, \$1,000 each. The company has an additional debt, incurred for equipment, double track, extension of side tracks, depots, shops and other improvements, amounting to \$3,925,971 56. Of this debt \$3,049,893 21 are held by the Pennsylvania Railroad Company (\$3,000,000 of which, as already stated, is payable in preferred stock at par, and the remainder in income bonds of the C. C. & I. C. Railroad Company at par), and \$876,078 35 are held

by the Pennsylvania Company. To meet this debt the company holds securities to the amount of \$4,104,000. The following roads are leased by this company, viz.: Charturs Railway, 23 miles; Little Miami, Columbus & Xenia Railroad, 197 miles; Columbus, Chicago & Indiana Central Railway, 587 miles; Jefferson Madison & Indianapolis Railroad, 210 miles; St. Louis, Vandalia & Terre Haute Railroad, 165 miles. Total, 1,159 miles.

New Central Coal Company of Maryland.—The Committee on Addition to the Stock List have reported in favor of the admission of the stock of the "New Central Coal Company of Maryland," and it will probably soon figure on the list of the Stock Exchange. We understand that this company ranks, in point of production, only second among the mines of the semi-bituminous coal region of Maryland, having produced this season 368,000 tons. Its capital stock is \$5,000,000, and its property is estimated to contain 25,000,000 tons of coal. The company has a bonded debt of \$372,000, payable in one, two, three, four, five and six years, and its cash surplus on the 1st inst. was \$370,000. We hear of sales of the stock among brokers at 65. The following are the directors of the company: Henry Conrad, President; P. C. Calhoun, Treasurer; Charles L. Anthony, Henry R. Kunhardt, Henry L. Dyer, Elliott F. Shepard, Benjamin T. Hotchkiss, Samuel F. Barger, James H. Hoyt, and Chester W. Chapin, among whom are some heavy coal consumers.

Chicago and Northwestern New Lines.—This Railway Company have under construction a direct line of road from Milwaukee to Fond du Lac, on the Wisconsin Division of their system. The road is building under the charter of the Northwestern Union (Milwaukee & Fond du Lac Air Line) road. The contract was let early in August; work was begun Sept. 1; 1,500 men are employed in its construction, which is expected to be completed ready for the cars by January 1 next.

The distance between Milwaukee and Fond du Lac by this line is about 64 miles. The distance from Chicago to Milwaukee by the company's line being 85 miles, this line will reduce the distance from Chicago to Fond du Lac to 149 miles. This will effect a saving of 28 miles between Chicago and Fort Howard, and all points in the Green Bay and Marquette regions. This saving is material, not merely for passenger business, but especially for the heavy business of the route, lumber and iron, the recent rapid development of which will receive a great impetus by the completion of the road along the west shore of Green Bay, between Fort Howard and Escanaba, connecting the Wisconsin and Peninsula divisions of the road.

Work on the extension of the Madison division (Barabco Air Line) is practically completed, with the exception of the great tunnel, and this is making all the progress which money and men can accomplish.

On the Winona & St. Peter extension the grading is about finished to the Dakota line, and the work is progressing rapidly, and in Dakota good progress is making on the road bed.

These lines are all building with money in hand, and the work is done in every respect in the most economical and thorough manner. It is intended to make the roads in every respect adequate, both as regards volume and dispatch of the large business which the directness of the lines and their favorable engineering characteristics are sure to command for them.

Boston, Hartford & Erie Litigation.—A suit has been commenced in Boston by Messrs. W. T. Hart and Charles P. Clark, of Boston, and George Talbot Olyphant, of New York, the present trustees of the Boston, Hartford & Erie Railroad, to recover from the former trustees of the mortgage the amount of \$4,000,000, alleged to have been misappropriated. The allegations of the case are, that when the mortgage bonds were created it was a special stipulation that of the whole issue there should be retained in the hands of the trustees, then Messrs. Burdell, Gregory & Davis, such an amount of bonds as would be equal to the whole amount of the bond and mortgage notes outstanding from time to time which were a lien upon any of the property or franchises conveyed to the corporation, and were to be delivered to the holders of such liens only upon the cancellation of a corresponding amount of outstanding bonds and mortgage notes. This was done for the purpose of providing for and retiring all the existing mortgage debt and prior liens upon the roads of which the Boston, Hartford & Erie was formed.

Under these circumstances the bonds were issued, but the trustees who succeeded to the trust failed to observe the requirements, and instead of using the bonds to take up the underlying indebtedness of the corporation turned them over to the corporation itself, by which they were sold and the proceeds applied to other purposes. These bonds were given to the company during the time that Messrs. Eldridge, Healy & Farwell were trustees, and it is against these gentlemen that the suit is brought. It is charged that the amount of underlying notes or bonds during the time the defendants held the office of trustees was \$2,500,000, or thereabouts, and that they failed to deliver a corresponding amount of the mortgage bonds to their successors in the trust. A demand having been made for these bonds by the present trustees, appointed by the bankruptcy court, and no return having been made, a bill in equity has been brought to recover the value of the bonds, that it may be applied to the payment of the underlying indebtedness as provided.

New Orleans, Mobile & Texas Railroad.—Arrangements are now in progress between some leading capitalists in this city and New Orleans for the completion of the Mobile, New Orleans and Texas Railroad to Houston. This road was projected some years ago, and was chartered by the State of Alabama in 1866. The company is liberally endowed by the various States which it traverses, and has a charter from Congress recognizing it as a post road, and authorizing it to construct and maintain bridges over

navigable rivers and streams. The following are the main and branch lines as originally projected:

MAIN LINE.		Miles.	Miles.
Mobile, Ala., to New Orleans, La.	140		
New Orleans to Texas line at Sabine River.	227		
Sabine River to Houston.	108	475	
BRANCH LINES.			
Vermilionville, La., to Shreveport, La.	195		
Vermilionville to Brashear City.	65	260	

Total length of road as projected. 735

At the commencement of the present year the road between Mobile and New Orleans, 140 miles, and a section of 60 miles westward of New Orleans, making a total of 200 miles were completed and in running operation. The road between Mobile and New Orleans is operated in conjunction with all roads north and east centering at Mobile. The funded debt of the Mobile New Orleans and Texas Railroad Company consisted of \$11,125,000 in first and \$2,825,000 in second mortgage bonds, making a total of \$13,950,000, which is offset by State bonds to the aggregate of \$14,300,000 for the construction of the branch lines. The resources also include Louisiana State bonds to the amount of \$2,500,000, making a total \$20,050,000 of assets. A sum of \$11,500,000 has been expended in the construction of the main line; and as only 60 miles of the road west of New Orleans has been constructed, and as the State aid can only be available when the road shall have been constructed, it requires additional resources to finish the line to Houston. This aid has been secured by the formation of a "syndicate" of New York capitalists, who propose to issue income bonds to the amount of \$3,500,000, of which New Orleans business men and capitalists are expected to subscribe \$1,000,000. These income bonds are secured by \$7,419,000 of State bonds, which will be distributed *pro rata* among the subscribers. Of the \$7,419,000 in State bonds offered in guarantee all but about \$2,000,000 are regarded as eventually good. In other words, it is proposed to sell or exchange \$5,919,000 of State railroad bonds for \$3,709,000 in cash. There is little doubt that these terms will be regarded as acceptable, as the New York quota has already been placed, and at last accounts by mail over one-half of the New Orleans subscriptions had been taken.—*Daily Bulletin.*

Chicago, Burlington & Quincy and the Burlington & Missouri River Railroads.—The directors of these companies

have issued a circular to the stockholders of the respective companies announcing that at a meeting of the two boards in Boston, October 3, an agreement was entered into, subject to the ratification of the stockholders at meetings to be held December 24, 1872, for a practical consolidation of the two companies on the following basis: The stock of each company is to go into the consolidation at par, the Burlington and Quincy stockholders, however, to first receive a dividend of 25 per cent in the form of 7 per cent bonds of that company. The form of the consolidation is to be by a perpetual lease of the Burlington and Missouri River Company to the Chicago, Burlington & Quincy, the latter company to assume all leases, contracts, obligations, &c. of the former, as well as pay all debts and liabilities, and to guaranty to the stockholders of the former the same dividends as made to its own. Among the reasons assigned for the union of the two roads are that they can be more effectively and economically operated and managed under a single management, all possibility of conflicting interests in the future avoided, and the great through line formed by the roads of the two companies from Chicago to the Missouri River placed beyond the contingency of future disruption.

St. Paul & Sioux City.—The road recently opened between St. Paul and Sioux City (via Le Mars, 24 miles east of Sioux City, on D & S. C.,—Ill. Cen.) comprises two portions under distinct corporations, but constituting one line. These are the St. P. & S. C. and the S. C. & St. P., the former extending from St. Paul to St. James, 120 miles, and the latter from St. J. to Sioux City, 150 miles. Of this last section 70 miles from Worthington to Le Mars has been built this year. The whole distance from St. P. to S. City is 272 miles, where it connects with a road running to the U. P. at Fremont, 40 miles west of Omaha. The road along its whole length passes through a magnificent and fertile region.

Railroad Freights to the West.—The Erie Railway Company, the New York Central and the Pennsylvania Central have just adopted new and increased tariff rates for transportation of all westward bound freights from New York, Philadelphia and Boston to all points in the Western, Northwestern and Southwestern States and the Canadas. The new rates are to take effect to-day, and are generally the same as the June tariffs for first-class goods, which include dry goods, boots and shoes and general merchandise. The following are the old and new prices per hundredweight:

	New Rates.	Old Rates.		New Rates.	Old Rates.
Bloomington, Ill.	140	113	Kalamazoo, Mich.	117	94
Chicago, Ill.	125	100	Louisville, Ky.	139	113
Cincinnati, Ohio.	92	92	Logansport, Ind.	118	94
Cairo, Ill.	160	128	Lafayette, Ind.	123	98
Columbus, Ohio.	100	80	Milwaukee, Wis.	125	100
Dayton, Ohio.	109	87	Memphis, Tenn.	193	162
Evansville, Ind.	142	114	Nashville, Tenn.	168	137
Fort Wayne, Ind.	108	114	Peoria, Ill.	140	112
Grand Rapids, Mich.	125	100	Quincy, Ill.	158	128
Indianapolis, Ind.	118	95	St. Louis, Mo.	158	128
Keokuk, Iowa.	163	133	Terre Haute, Ind.	128	85
Kansas City, Mo.	200	170			

The above rates are subject to the government tax and difference in classification by Western connections.

Improvements on the New Jersey Southern Railroad.—At a meeting of the stockholders of this road the following directors were chosen: Jay Gould, Walter B. Palmer, John H. Bacon, Jr., C. J. Osborn, Henry H. Martin, John F. Cole, O. W. Joslyn, G. W. Bently, Ashbel Green, B. Williamson, R. F. Stockton, Warren Leland and John B. Morris. The new management promise to make the road second to none of the great lines running

to New York. The steamboats plying between this city and Sandy Hook are to be renovated and improved so that they will make the trip in one hour's time, and only fifteen minutes additional will be required for the trains running in connection with them to reach Long Branch. The road is to be provided with steel rails and another track to be added, making a double track all the way from Sandy Hook to the Delaware river. A branch road is to be made which will run from Long Branch through Cedar Grove to Shark river, joining the main road again at Farmingdale. The new road, running by way of Red Hook from Jersey City to Long Branch, will be used as a feeder to the New Jersey Southern. The entire country which will be intersected by these lines abounds in fruit and mineral products.

The New Jersey Railroad Controversy.—The controversy between the New Jersey Central Railroad Company and the Delaware Lackawanna and Western Railroad Company, has become a question of litigation in the New Jersey courts. A contract, it will be remembered, had been made between these two companies, of which, it was alleged, the declaration of a dividend by the New Jersey Central was a violation. The ground taken by that company, we understand, is that the law in relation to the recording of contracts had not been complied with, and that that, therefore, between it and the Delaware, Lackawanna and Western Company was null and void. As the case has excited much discussion, a good many people will be interested to see the law on which this defence rests. It is as follows:

"CHAPTER 426.—A supplement to the act entitled 'An act to provide for the recording of certain papers in the office of the Secretary of State.'

"1. Be it enacted by the Senate and General Assembly of the State of New Jersey, That all contracts or agreements for the sale, letting, leasing, consolidating, merging or in any manner disposing of or transferring the franchises, privileges, or any part thereof, of any company or organization incorporated by or under the laws of this State, shall be acknowledged or proved as conveyances of land in this State, are authorized to be acknowledged or proved, and shall be recorded in the office of the Secretary of State within two months after the execution thereof, at the proper cost of the parties thereto; and unless such contract or agreement is lodged with the Secretary of State for record within thirty days from the date of the execution thereof, the same shall become invalid and of no effect; and copies of the said record, duly certified by the Secretary of State, shall be received in evidence in any court of this State, and be as good, effectual and available in law as if the original contract or agreement was then and there produced.

"2. And be it enacted that this act shall take effect immediately.

"Approved April 4, 1871."

The Bergen Hill Cut.—The work on the new cut for the Newark and New York and Central Railroad at Bergen Hill is progressing. For the last few weeks a gang of men, with the aid of construction trains, have been engaged in filling the trestle work between the Passaic and Hackensack rivers, so as to make a solid road bed at the Hill, which is 100 feet high. The excavation for the permanent track is being cut to the depth of fifty feet, two-thirds of it being through the solid rock, which is a compact, close-grain rock, known as trap, the kind generally used in the laying of the Belgian pavement. There are two excavations, one on the Newark side of the hill, and one just east of

Bergen Avenue station. The contractor, Mr. G. M. Rusbury, has been at work a little over a year, and in that time has cut over eight hundred running feet of solid rock, and built over fifteen hundred feet of running road bed. The work advances at the rate of forty to fifty running feet a month. It will take about a year to finish it. The total cost will be in the neighborhood of two hundred thousand dollars.—*Newark Advertiser.*

Increase of R. R. Stock.—SPRINGFIELD, Mass., October 14.—The Athol and Enfield Railroad Directors held a meeting in this city to-day and increased the capital stock of the road \$300,000, making the total capital \$800,000.

—The Nashville Union and American says: Colonel John L. Moses, Secretary and Treasurer, paid into the State Treasury 243 State bonds of \$1,000 denomination each, on the purchases of the Knoxville and Kentucky and Cincinnati, Cumberland Gap and Charleston Railroads. Of the above amount \$71,500 is in advance of that due as the second instalment on the Knoxville and Kentucky Railroad for the present year, the excess being on the second instalment due October 3, 1873. The first payment of \$87,500 was made at the time of purchase. On this road no instalment is due by the terms of sale until October, 1873, at which time falls due the other, which, with the last instalment for 1874, will be \$103,500. This amount, it is said, the purchasers intend paying within three months. The \$75,000 paid on the purchase of the Cincinnati, Cumberland Gap and Charleston road is the second instalment made, the first, which was the same in amount as the above, having been made at the time of sale as required by law, and being one-fourth the sum agreed to be given. These roads will be extended at no distant day, and are destined to form important connections and serve as valuable links in routes now being projected.

—The Chattanooga Times mentions as follows the terms of an arrangement with the Governor of Georgia, whereby business on the Alabama and Chattanooga Railroad has been resumed. It says: We understand that the contract simply concedes to the receivers peaceable possession and operation of the road, while they recognize Georgia's rights under the statutes of Georgia, and agree, at the demand of Governor Smith, to restore the road in Georgia to its present status. We do not think it possible that any such demand will be made, as Governor Smith manifested in the negotiations a very generous spirit, and seemed disposed to assist the receivers and benefit the public so far as it was possible to do without compromising the rights of the State, which he has so resolutely maintained. We are very happy to announce that this misunderstanding, which at one time threatened to assume dangerous proportions, has been settled amicably, and in a manner honorable to all parties.

—The Pennsylvania, Reading and Lehigh Valley Railroad Companies have decided not to allow any transfers of stock unless the full names and residences of parties to whom shares are transferred are entered on the books of the corporations. All individuals making transfers must be known to parties in the office, or vouched for by responsible persons of whom the officials of the companies have personal knowledge. These new rules go into effect on November 1, and are adopted against such adroit swindling operations as was lately perpetrated on Third street with certificates of city loans.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Atlantic & G. W.		Chicago and Alton.		Central Pacific.		Clev. Col. Cin. & I.		Kansas Pacific.		Erie.	
1871.	1872.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
(585 m.)	(585 m.)	(481 m.)	(511 m.)	(600 m.)	(890 m.)	(1,050 m.)	(390 m.)	(672 m.)	(672 m.)	(846 m.)	(914 m.)
\$320,469	\$351,342	\$281,108	\$323,235	\$72,316	\$526,499	\$502,223	\$272,826	\$327,538	\$189,606	\$1,055,469	\$1,335,146
340,616	324,210	316,096	342,369	329,171	485,400	571,836	273,732	318,627	152,264	191,738	171,193
395,764	372,397	342,896	384,999	378,021	614,447	875,762	320,881	354,766	267,411	300,783	1,901,500
360,916	333,234	343,039	388,964	381,644	720,929	949,598	380,698	306,960	303,915	1,233,955	1,506,594
371,375	453,544	408,615	461,290	440,457	892,341	1,322,775	277,406	378,493	306,944	394,285	1,443,372
369,010	435,591	408,658	466,097	435,192	795,176	1,222,140	288,775	326,434	266,086	315,363	1,498,494
374,233	417,903	418,709	533,655	492,987	869,397	1,175,295	319,069	330,970	282,723	321,774	1,720,078
410,606	472,110	534,163	572,332	572,332	1,288,297	1,288,297	366,227	404,286	322,555	349,382	1,864,551
376,386	505,069	497,519	507,617	499,063	995,922	1,332,220	385,281	419,439	368,328	341,968	1,794,397
.....	.....	475,608	473,227	.....	981,005	.....	391,346	.....	392,500	.....	.....
.....	.....	441,197	455,608	.....	897,234	.....	350,109	.....	290,230	.....	.....
.....	.....	404,263	377,687	.....	672,358	.....	327,926	.....	210,197	.....	.....
.....	.....	4,849,404	5,278,910	.....	9,467,072	.....	3,865,076	.....	3,306,826	.....	.....

Han. & St. Jo. Lake Shore & M.S.		Ind. Bl. & Western.		Illino. Central.		Michigan Cent.		Mil. & St. Paul.		Marietta & Cin.	
1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
(275 m.)	(275 m.)	(1,074 m.)	(1,074 m.)	(205 m.)	(205 m.)	(1109 m.)	(1109 m.)	(569 m.)	(569 m.)	(1,018 m.)	(1,018 m.)
\$169,396	\$150,497	\$1,082,595	\$1,274,150	\$59,815	105,076	\$624,744	642,466	\$418,755	505,586	\$396,760	490,985
179,964	164,781	1,076,112	1,251,511	58,925	99,441	529,617	557,068	442,665	484,022	327,431	387,565
293,436	214,302	1,312,617	1,470,048	71,570	109,830	563,598	572,175	486,990	558,533	400,149	426,192
250,061	198,356	1,317,339	1,521,518	65,207	114,842	620,228	547,988	470,703	607,078	483,884	474,188
237,560	187,361	1,190,033	1,474,417	77,642	125,286	713,162	636,373	480,847	593,641	672,367	580,432
217,319	170,534	1,140,916	1,311,110	75,392	100,868	718,722	641,410	427,096	505,314	658,018	594,769
236,199	172,257	1,130,847	1,204,443	77,975	100,860	707,992	616,680	422,015	505,808	481,113	488,439
291,915	.....	1,295,339	1,440,843	93,211	117,408	836,041	763,256	529,890	580,908	506,557	565,728
297,243	.....	1,368,948	1,587,869	100,168	.....	890,287	759,967	628,660	.....	815,345	811,961
301,913	.....	1,402,597	.....	96,330	.....	753,184	.....	592,802	.....	841,150	.....
252,497	.....	1,345,316	.....	95,787	.....	755,436	.....	587,434	.....	644,625	.....
175,401	.....	1,235,285	.....	92,151	.....	688,131	.....	507,050	.....	473,295	.....
2,902,804	.....	14,797,975	.....	964,193	.....	8,401,142	.....	5,939,602	.....	6,690,695	.....

Pacific Mo.		St. L. & Iron Mt.		Tol. P. & W. & W.		St. Louis, K. C. & N.		St. L. A. & T. H.		Toledo, Wab. & W.		Union Pacific.	
1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
(353 m.)	(471 m.)	(210 m.)	(210 m.)	(219 m.)	(245 m.)	(530 m.)	(530 m.)	(282 m.)	(282 m.)	(628 m.)	(628 m.)	(1,038 m.)	(1,038 m.)
\$218,735	264,319	\$126,218	173,707	\$70,969	108,183	\$191,789	\$229,380	\$142,468	158,193	\$365,174	439,780	\$479,572	273,936
236,341	238,823	122,372	156,292	71,743	100,439	192,120	245,110	134,510	140,471	328,791	431,949	273,924	534,115
319,964	327,404	144,637	182,055	76,598	105,456	234,057	303,978	154,697	165,969	393,455	460,646	499,899	668,861
285,416	295,160	129,590	173,683	74,717	102,191	232,461	279,850	140,302	154,641	443,610	447,313	604,247	741,802
274,732	269,559	117,664	187,725	94,709	117,904	234,342	280,933	134,390	147,540	458,099	510,792	724,466	890,442
275,331	266,637	114,786	180,786	86,860	94,522	231,581	296,830	159,544	149,832	439,515	462,868	728,174	895,459
287,540	265,406	118,016	181,240	93,268	90,070	204,684	287,922	153,571	130,145	553,994	632,056	673,693	748,358
329,270	315,099	131,489	191,150	94,637	127,833	230,586	336,536	175,107	167,496	552,079	614,175	678,565	789,568
304,128	.....	141,165	194,000	104,545	114,488	257,697	280,884	188,443	.....	555,516	665,811	800,402	.....
370,654	.....	175,792	.....	94,907	.....	.....	.....	186,489	.....	600,205	.....	777,362	.....
335,103	.....	154,427	.....	100,831	.....	.....	.....	152,515	.....	631,080	.....	708,142	.....
299,552	.....	169,605	.....	99,804	.....	.....	.....	102,095	.....	516,934	.....	469,392	.....
3,603,766	.....	1,645,761	.....	1,072,948	.....	.....	.....	1,875,632	.....	5,736,665	.....	7,591,142	.....

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, OCT. 18, 1872.

There has been a good degree of activity in trade circles during the past week. Exchanges have been more settled, money has become comparatively easy, ocean freights have declined, and in the aggregate the volume of transactions has been large. There is also less excitement in reference to political affairs, and this is beneficial to business.

Cotton is firmer, and middling Uplands close at 19½c. Breadstuffs have ruled a fraction easier, flour closing at \$6 85@7 40 for shipping extras, wheat at \$1 52@1 57 for No. 2 Spring, and corn at 64½c. for prime mixed, all afloat. Groceries have continued active, the sales of coffees being especially large.

Provisions have been variable. In pork there has been a decided advance, new mess for October delivery selling as high as \$15 02½, \$15 for Nov., and old mess in a jobbing way at \$14 25. Lard, after showing some decline, has latterly ruled firm; prime Western steam has sold on the spot at 8½@8 7-16c., and to arrive at 8½c., and 500 tes. kettle rendered for December at 9c. Cutmeats have latterly shown an easier market for some descriptions; pickled shoulders in bulk have sold at 7c. and bellies in boxes at 8½c. Hams have been firm. Bacon has been firmer. To-day there was an active market for pork, with new mess selling at \$15@15 20 for immediate and early delivery; new prime mess quoted at \$14, and extra prime \$12 25. Lard was flat, with sales of prime Western steam for October and November, at 8½c., and for January at 8½c., with 1,500 tes. refined at 9@9½c. Bacon sold at 7½c. for long and short, December and January delivery, and 9½c. for long clear on the spot; 10c. for dry salted hams in December, 9½c. for ditto in January, and dry salted shoulders in December 6c. Beef quiet. Butter in more demand and firmer; prime to choice State, 29@35c.; fair to prime Western, 13@18c. Cheese steady and quiet; held firmly at 14@14½c. for prime to choice factories.

Freights have materially declined, under the check which has been given to the shipment of grain. Latterly the shipments have embraced 100,000 bushels wheat to Liverpool by steam at 9d.; with charters for grain at 8s. 3d. to Cork for orders and 7s. 9d. to Penarth Roads for orders, with some activity in petroleum charters to Cork for orders at 8s. 3d.@8s. 9d., according to port. Towards the close higher rates were asked for grain, and to day 10d. was paid for wheat to Liverpool by steam, and 9½d. by sail for corn from store; cotton to Liverpool ¼d. by sail and ¾d. @ 7 16d. by steam.

Tobacco shows no decided change in the market for Kentucky leaf; prices are the same as last quoted, but there has been rather more business, the sales for the week aggregating 700 hhd., about equally divided between shippers and the home trade; lugs, 9½@10c.; leaf, 10½@15c. Seed leaf has been only moderately active, and prices without change. Sales embrace 100 cases new crop New York, 11@14c.; 100 do. do. Pa., 15@18c.; 300 do. new crop Ct. and Mass., 30@65c.; 300 do. do. Ohio, part at 11½c.; 80 do. do. Wisconsin, 9½c.; 40 do. do. Western, private terms; also, 200 cases old crop seed leaf sundries, 12@25c. In Spanish tobacco, the movement has been quite large, embracing 500 bales Havana 102@115c, 100 do. new Yara private terms, 2,500 do. old Yara private terms, 90 do. St. Domingo private terms, gold in bond.

Tallow has ruled easier, with more activity in prime country and city at 9½@9 5-16c. Rosin has been rather dull, and closed at \$4 30@4 40 for strained. Spirits turpentine is firmer at 64½c. Petroleum has been rather quiet; refined in barrels quoted 26@26½c.; crude in bulk, 13½c.; naphtha, 18½@20c. for Western and city. Whiskey has been active, and closed firmer but quiet at 92@92½c. Wool remains rather quiet, but firm, on the basis of late prices. Hops remain firm at 25@30c. for new crop. Fish without new feature. In fruits we note an advance in layer raisins to \$2 40, with sales of 25,000 boxes. Oils have been quiet and unchanged; prime Menhaden sold to-day at 50c. Pig iron unchanged for American; of Scotch, 100 tons Glengarnoch sold at \$54. Copper steady; American ingot 32@32½c. cash; 300,000 lbs. sold for Nov., Dec., and Jan. at 32½@32¾c. Tin quiet; of Straits 500 slabs reported, sold to arrive at 32½c. gold.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1872, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

ARTICLES.	Great Britain.	France.	Holland.	Germany.	Other Europe.	Spain.	Other N. Europe.	Other S. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Hayti.	Other W. Indies.	Mexico.	British Guiana.	Brazil.	Other S. America.	All other Ports.	Total since January 1, 1872.	Total since January 1, 1872.	Same time 1871.
Breadstuffs—Flour, bbls.	144,045	3	105	275	3	...	...	...	...	...	180,376	25,492	61,898	226,025	1,200	44,141	76,390	62,003	12,866	87,472	1,870,663	1,870,663
Wheat, bush.	8,681,005	...	...	71,224	...	...	...	...	...	...	57,813	1,772	81	87,511	...	4,178	4,534	9,055	427	154,075	17,777,222	17,777,222
Rye, bush.	...	...	...	407,510	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	675,798	935,006	935,006
Barley, bush.	23,574	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30,233	30,233	30,233
Oats, bush.	21,944	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30,704	30,704	30,704
Corn, bush.	1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9,965,539	9,965,539	9,965,539
Peas, bush.	247,475	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70,481	70,481	70,481
Beans, bush.	1,190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	144,985	144,985	144,985
Coat, bush.	2,736	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,704	1,704	1,704
Coffee, bags.	4,180	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,402	1,402	1,402
Cotton, bales.	4,600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,452	2,452	2,452
Hemp, bales.	148,921	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30,495	30,495	30,495
Naval st.—Sp. Turp., bbls.	4,274	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25,442	25,442	25,442
Rosin, bbls.	58,304	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46,492	46,492	46,492
Tar, bbls.	11,097	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22,559	22,559	22,559
Oil cake, 100 lbs.	841,821	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,492	4,492	4,492
Oil—Petroleum, 100 lbs.	4,271,846	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26,095	26,095	26,095
Whale, 100 lbs.	5,318,348	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,972	8,972	8,972
Sperm, 100 lbs.	50,168	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300,193	300,193	300,193
Stearine, 100 lbs.	1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16,350	16,350	16,350
Provisions, Pork, bbls.	1,092	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	64,340	64,340	64,340
Beef, bbls.	1,441	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	131,090	131,090	131,090
Bacon, bbls. & tea.	226	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133,862	133,862	133,862
Butter, 100 lbs.	113,289	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,685	1,685	1,685
Cheese, 100 lbs.	968,045	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,982	1,982	1,982
Lard, 100 lbs.	15,077	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,043	2,043	2,043
Rice, 100 lbs.	598,509	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38,932	38,932	38,932
Tea, 100 lbs.	64,169	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	606,247	606,247	606,247
Wool, 100 lbs.	298,283	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17,968	17,968	17,968
Wool, 100 lbs.	64,174	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,887	3,887	3,887
Wool, 100 lbs.	161,619	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,747	13,747	13,747
Wool, 100 lbs.	148,740	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9,226	9,226	9,226
Wool, 100 lbs.	7,584	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47,877	47,877	47,877
Wool, 100 lbs.	4,298	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,740	13,740	13,740
Wool, 100 lbs.	3,693,734	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	686,759	686,759	686,759
Wool, 100 lbs.	92,677	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106,761	106,761	106,761
Wool, 100 lbs.	74,584	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	241,302	241,302	241,302
Wool, 100 lbs.	37,151	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70,209	70,209	70,209
Wool, 100 lbs.	7,235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,114,055	6,114,055	6,114,055
Wool, 100 lbs.	96,630,015	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,870,250	1,870,250	1,870,250
Total Value, 1872.	96,630,015	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,583,474	6,583,474	6,583,474
Total Value, 1871.	108,974,183	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,781,712	1,781,712	1,781,712
Total Value, 1870.	108,974,183	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,781,712	1,781,712	1,781,712

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of certain leading articles of commerce at this port for the last week, since January 1, 1872, and for the corresponding period in 1871:

	For the week.	Since Jan. 1, 1872.	Same time 1871.		For the week.	Since Jan. 1, 1872.	Same time 1871.
China, Glass and Earthenware.....	219	16,403	13,740	Metals, &c.—			
China.....	691	18,563	50,543	Cutlery.....	145	6,516	6,035
Earthenware.....	23,828	565,657	443,655	Hardware.....	85	5,261	4,700
Glass.....	830	37,392	37,136	Iron, RR bars.....	42,757	914,333	375,105
Glassware.....	211	9,812	9,778	Lead, pigs.....	4,962	271,119	412,336
Glass plate.....	39	5,091	5,355	Spelter, lbs.....	6,383	360	7,005
Buttons.....	3,013	81,249	114,819	Steel.....	2,599	184,051	179,337
Coal, tons.....	421	27,733	19,345	Tin, boxes.....	21,232	845,223	859,050
Cocoa, bags.....	27,333	1,182,592	859,157	Tin slabs, lbs.....	11,659	5,762,263	5,384,161
Coffee, bags.....	103	8,036	4,167	Rags.....	4,983	125,337	115,537
Cotton, bales.....	1,002	30,510	24,095	Sugar, hds., tes.	2,816	402,959	389,542
Drugs, &c.—	751	25,211	22,075	Sugar, boxes & bags.....	31,905	1,232,337	869,839
Bark, Peruvian.....	1,395	13,431	39,214	Tea.....	6,451	1,003,923	812,101
Blea powders.....	75	4,830	9,644	Tobacco.....	3,036	55,362	39,210
Brimstone, tons.....	75	4,830	9,644	Waste.....	30	4,595	3,572
Cochineal.....	118	65	375	by value—			
Cream Tartar.....	36,417	10,691	35,514	Cigars.....	33,835	1,635,896	1,485,290
Gambier.....	263	4,436	3,719	Corks.....	1,645	97,138	76,708
Gum, Arabic.....	434	6,138	5,897	Fancy goods.....	37,333	1,411,451	1,380,759
Indigo.....	327	4,309	5,134	Fish.....	14,735	297,736	243,113
Madder.....	118	65	375	Fruits, &c.—			
Oils, essential.....	432	41,427	10,454	Lemons.....	1,095	594,993	673,474
Oil, Olive.....	71	1,233	1,549	Oranges.....	2,762	1,330,951	1,353,126
Opium.....	11,694	97,084	97,084	Nuts.....	16,139	715,593	914,611
Soda ash.....	59,910	44,412	35,514	Raisins.....	58,176	1,014,067	625,739
Soda sal.....	652	41,436	37,165	Rice, undressed.....	145,496	930,149	397,881
Soda ash.....	10,454	30,510	24,095	Rice, dressed.....	31,963	296,188	68,477
Soda sal.....	16	1,032	1,233	Spices, &c.—			
Soda ash.....	647	15,018	10,367	Cassia.....	9,029	51,587	392,811
Soda sal.....	647	15,018	10,367	Cinnamon.....	6,190	78,764	20,823
Soda ash.....	2,998	132,375	96,385	Ginger.....	449	731	292,554
Soda sal.....	18	1,439	1,762	Pepper.....	157,693	109,466	
Soda ash.....	151	16,899	15,590	Saltpetre.....	321,482	250,477	
Soda sal.....	836	35,625	35,801	Cork.....	345	35,360	43,030
Soda ash.....	6	3,777	5,134	Fustic.....	6,883	367,633	258,290
Soda sal.....	39	3,274	4,237	Logwood.....	1,550	124,567	92,066
Soda ash.....	3,419	520,752	758,453	Mahogany.....			
Soda sal.....	355	115,058	137,983				

Receipts of Domestic Produce for the Week and since January 1.

The receipts of domestic produce for the week and since Jan. 1, and for the same time in 1871, have been as follows:

	This week.	Since Jan. 1.	Same time '71.		This week.	Since Jan. 1.	Same time '71.
Ashes, pkgs.....	176	5,381	5,474	Oil cake, pkgs.....	1,617	121,286	50,149
Breadstuffs—				Oil, lard.....	60	4,921	5,824
Flour, bbls.....	92,130	2,433,449	2,700,111	Peanuts, bags.....	969	69,654	43,652
Wheat, bus.....	381,029	3,413,491	1,762,234	Provision.....	18,618	497,931	502,785
Corn.....	1,127,331	34,215,072	22,360,671	Butter, pkgs.....	42,196	1,355,588	1,390,239
Oats.....	210,272	10,374,083	8,536,390	Cheese.....	1,048	360,248	125,479
Rye.....	259	326,363	549,393	Cutmeats.....	7,103	372,730	347,853
Barley, &c.....	288,935	2,217,976	1,875,890	Eggs.....	112	113,337	158,807
Grass seed.....	897	251,598	155,903	Beef, pkgs.....	418	15,796	86,578
Beans.....	5,853	103,015	113,162	Lard, pkgs.....	3,633	288,946	181,846
Peas.....	1,050	175,388	97,118	Lard, kgs.....	12	9,108	13,691
C. meat, bbls.....	5,121	157,579	150,414	Rice, pkgs.....	5,730	265,056	217,106
Cotton, bales.....	17,393	480,150	699,199	Starch.....	419	19,330	16,172
Hemp, bales.....	126	4,460	2,473	Stearine.....	5,428	19,731	16,172
Hides, &c., No.....	3,324	561,052	331,158	Sugar, hds., &c.....	482	32,065	24,013
Hops, bales.....	881	12,093	40,295	Tobacco, pkgs.....	2,810	261,782	301,222
Leather, sides.....	50,101	2,653,008	2,709,939	Tobacco, hds.....	181	60,007	97,234
Molasses, hds.....	31,454	41,753	41,753	Whiskey, bbls.....	2,629	148,419	139,114
Naval Stores—				Wool, bales.....	707	58,001	100,167
Cr. turp. bbls.....	427	8,147	7,259	Dressed hogs, No.....	...	80,243	90,114
Spirits turp.....	1,731	60,934	52,292				
Rosin.....	9,355	501,791	373,411				
Tar.....	235	26,266	17,119				
Feet.....	1,741	60	60				

COTTON

FRIDAY, P. M., October 18, 1872.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts exports, &c., of cotton for the week ending this evening Oct. 18. From the figures thus obtained it appears that the total receipts for the seven days have reached 98,291 bales against 87,268 bales last week, 74,146 bales the previous week, and 64,208 bales three weeks since, making the total receipts since the first of September, 1872, 416,360 bales against 268,874 bales for the same period of 1871, showing an increase since September 1 this year of 147,486 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1871 are as follows:

RECEIPTS	1872.	1871.	RECEIPTS	1872.	1871.
Rec'd this week at—			Rec'd this week at—		
New Orleans..... bales	26,481	17,292	Florida..... bales	295	208
Mobile.....	9,125	9,228	North Carolina.....	2,117	2,073
Charleston.....	14,143	13,957	Virginia.....	12,977	12,435
Savannah.....	23,336	15,632	Total receipts.....	98,291	82,538
Texas.....	9,367	8,439	Increase this year.....	15,753	
Tennessee, &c.....	502	3,024			

The exports for the week ending this evening reach a total of 47,571 bales, of which 32,600 were to Great Britain, 12,166 to France, and 2,805 to rest of the Continent, while the stocks as made up this evening, are now 228,885 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

	Exported to—	Total this week.	Same w'k 1871.	Stock.
Week ending Oct. 18.	G. Brit. France Contin't			
New Orleans..... bales	11,161	7,976	1,400	30,537
Mobile.....	1,197	1,197	3,890	10,229
Charleston.....	3,459	2,863	4,123	24,593
Savannah.....	4,123	1,130	1,405	28,598
Texas.....	1,357	1,357	1,357	22,165
New York.....	1,357	1,357	1,357	15,042
Other ports.....	1,357	1,357	1,357	29,263
Total.....	32,600	12,166	2,805	47,571
Since Sept. 1.....	97,123	34,713	6,830	31,892

We make a change in our total exports this week to correspond with a change made in the mode of keeping the New York movement, as given in the next table of mail returns.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 13,679 bales, while the stocks to-night are 44,398 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Oct. 11, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast- wise Ports.	Stock.
	1872.	1871.	Great Britain	France	Other Foreign	Total.		
New Orleans	84,810	33,240	11,772	17,376	.....	29,148	17,664	66,668
Mobile	25,816	20,105	605	.....	.....	3,312	19,861	7,427
Charleston	49,567	26,981	2,112	1,200	.....	3,312	38,103	7,470
Savannah	80,987	36,391	2,303	3,903	1,935	8,141	29,137	38,103
Texas	34,414	24,368	1,519	.....	.....	1,819	40,999	20,598
New York	4,052	4,066	45,169	.....	1,829	47,126	.....	36,396
Florida	755	301	.....	.....	.....	.....	.....	.....
North Carolina	8,417	9,291	294	.....	.....	294	5,461	2,555
Virginia	29,852	25,635	.....	.....	.....	23,963	5,631	.....
Other ports	382	5,128	749	.....	.....	291	10,000	.....
Total this year	318,066	.....	61,823	22,607	4,025	91,455	153,243	191,228
Total last year .....	.....	186,336	74,498	5,250	435	80,183	76,649	147,011

The market the past week has improved both in tone and price. The basis of the improvement has been the increased animation and better quotations at Liverpool; but it has been assisted by our easier money market, the reports of frost in various parts of the South, a deficient supply of cotton at and under consignment for this market, and the further fact that the receipts at our ports, although they continue free, no longer show that excessive increase over last year which they have hitherto shown. These considerations appear to have brought our own spinners as well as shippers into the market, and the result has been a fairly active week, with some trifling fluctuations in prices. This upward tendency, however, continued uniform until the opening of Tuesday's business; on that day, while cotton on the spot was $\frac{1}{4}$ ¢, being scarce for immediate delivery, futures showed some decline, most marked in the early months, the receipts at the ports for the day aggregating 23,000 bales, and thus giving promise of an early supply here. Wednesday opened dull and weak for both spot and future, but closed firm; and Thursday opened with a stronger tone, which was continued into to-day, culminating to-night in a further advance of $\frac{1}{4}$ ¢ on spot cotton, and 1¢ on futures, the market closing strong at the advance. The prices for futures last reported were (basis low middling) 19 $\frac{1}{2}$ ¢ for October, 18 13-16¢ for November, 18 16¢ for December, 19 $\frac{1}{2}$ ¢ for January, 19 9-16¢ for February, 20 $\frac{1}{4}$ ¢ for March, and 20 $\frac{1}{2}$ ¢ for April. The total sales of this description for the week are 84,300 bales, including 100 free on board. For immediate delivery the total sales foot up this week 15,764 bales, including 6,455 for export, 7,088 for consumption, 258 for speculation, and 1,963 in transit. Of the above, 2,404 bales were to arrive. The following are the closing quotations to-day:

	Up and Florida.	Mobile.	New Orleans.	Texas.
Ordinary..... per lb.	16 $\frac{1}{2}$ ¢	16 $\frac{1}{2}$ ¢	16 $\frac{1}{2}$ ¢	17 $\frac{1}{2}$ ¢
Good Ordinary.....	18 $\frac{1}{2}$ ¢	18 $\frac{1}{2}$ ¢	18 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢
Low Middling.....	19 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢	20 $\frac{1}{2}$ ¢
Middling.....	19 $\frac{1}{2}$ ¢	19 $\frac{1}{2}$ ¢	20 $\frac{1}{2}$ ¢	20 $\frac{1}{2}$ ¢
Good Middling.....	20 $\frac{1}{2}$ ¢	20 $\frac{1}{2}$ ¢	21 $\frac{1}{2}$ ¢	21 $\frac{1}{2}$ ¢

Below we give the sales of spot and transit cotton and price of Up and at this market each day of the past week:

	SALES.					PRICES.				
	Exp't.	Con- sump.	Speci- a'l'n	Trans- it.	Total.	Ord'ry.	Good Ord'ry.	Low Mid'g.	Mid- d'ing.	
Saturday	967	641	50	700	2,338	16	18½	19	19½	
Monday	1,125	1,020	70	211	2,426	16½	18½	19½	19½	
Tuesday	641	1,254	30	100	2,428	16½	18½	19½	19½	
Wednesday	328	911	101	252	1,591	16½	18½	19	19½	
Thursday	1,919	2,237	7	240	4,256	16½	18½	19½	19½	
Friday	1,472	1,025	7	500	3,004	16½	18½	19½	19½	
Total	6,455	7,083	258	1,963	15,764	....	....	....	....

For forward delivery the sales (including 100 free on board), have reached during the week 84,300 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For Oct. or.				bales.				cts.				bales.				cts.				bales.				cts.											
bales.				cts.				bales.				cts.				bales.				cts.				bales.				cts.							
1,000.....				18 11-16				3,000.....				18 11-16				3,300.....				19 1-16				1,400.....				20 1-16							
1,000.....				18 13-16				3,400.....				18 13-16				4,300.....				19 1-16				1,600.....				20 1-16							
1,000.....				18 15-16				3,400.....				18 15-16				50.....				19 1-16				700.....				20 1-16							
1,000.....				18 17-32				17,900 total Novem.				15,150 total Jan.				4,500 total March.																			
1,000.....				18 19-16				For December.				500.....				For February.				190.....				20 1-16											
1,000.....				18 21-16				800.....				18 1-16				2,000.....				19 7-16				300.....				20 1-16							
1,000.....				18 23-16				1,700.....				18 9-16				3,400.....				19 7-16				1,400.....				20 1-16							
1,000.....				18 25-16				1,600.....				18 11-16				700.....				19 9-16				100.....				20 9-16							
1,000.....				18 27-16				8,500.....				18 11-16				100.....				19 9-16				100.....				20 9-16							
1,000.....				18 29-16				400.....				18 13-16				2,000.....				19 13-32				30.....				20 9-16							
1,000.....				18 31-16				17,500 total For Dec.				500.....				19 13-16				2,550 total April.															
1,000.....				18 33-16				For January.				5,520 total Feb.				300.....				For May.															
1,000.....				18 35-16				500.....				18 1-16				300.....				20 1-16															
1,000.....				18 37-16				1,200.....				18 1-16				200.....				19 1-16				800 total March.											
1,000.....				18 39-16				5,900.....				19 1-16				200.....				19 15-16															
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rain at Selma, Montgomery, Mobile, Macon, Augusta, Columbus, Savannah, and in fact all through the Atlantic States from which telegrams reach us. At Selma our correspondents state that fully three-fourths to seven-eighths of the crop has been gathered; at Montgomery they have had cold nights; at Mobile, a white frost; at Macon, two light frosts; our correspondent at Macon adds, the planters are so busy picking that they are prevented from marketing their crop freely. There has also been a frost at Savannah, but not a killing frost. At Augusta our correspondent states that the frost was more severe. There has been a killing frost at Memphis, but no serious damage was done; picking progresses only fairly; no rain during the week. At Nashville they have had cold nights and warm days, and picking is going on finely. The thermometer at Galveston has averaged 79, at Selma 74, and at Montgomery 68.

CONSUMPTION OF GREAT BRITAIN.—We have been asked to state what is the present consumption of Great Britain and average weight of bales. For the purpose of indicating these facts we have prepared the following table, giving the average weight of American, Brazil, Egyptian, &c., bales the same as they were last year, and determining the total pounds on that basis; we thus learn that the average weight of the takings this year is 363 lbs., and of the bales consumed (including stock held by mills, January 1st, 1872), 365 lbs.:

	Bales.	Average Weight.	Total lbs.
From Liverpool—American.....	1,091,810	438	478,212,780
Brazil.....	521,550	165	86,055,750
Egyptian.....	190,930	495	94,510,350
Turkey, &c.....	10,970	382	4,190,540
West Indian.....	71,280	216	15,396,480
East Indian.....	455,590	378	172,213,020
From London—East Indian.....	76,476	378	28,907,928
Total taken for consumption.....	2,418,606	363	879,486,848
Held by spinners Jan. 1, '72.....	200,000	388	77,600,000
Total supply of mills to Oct 4.....	2,618,606	365	957,086,848

From the foregoing statement we reach the conclusion that the mills of Great Britain have had a supply from January 1 to October 4 of 2,618,606 bales, of the average weight of 365 lbs., or a total of 957,086,848 lbs. If, therefore, the spinners were now without any stock, and if their stock, January 1, was correctly given by the Liverpool Cotton Brokers Association, they would have consumed during the 40 weeks a weekly average of 65,465 bales of 365 lbs. each. But the leading Liverpool authorities give the stock of the mills now at about 70,000 bales, which would leave the actual consumption at about 2,000 bales per week less, or say 63,700 bales, making the account for this year and last year stand as follows:

	Per week	Bales—Total	Average weight.	Total weight.
1872 to Oct. 4—40 weeks.....	63,700	2,548,000	365	930,020,000
1871 to Oct. 4—40 weeks.....	61,643	2,465,721	388	956,699,748

The consumption of last year is obtained by adding the takings at Liverpool to October 4, 1871 (2,527,620 bales) to the takings at London during the same time (38,101 bales), and deducting from the total the estimated increase of stock held by the mills at that date (100,000 bales), which leaves the consumption for the 40 weeks of 1871, 2,465,721 bales, as given above. These results, of course, are not exact, being subject to decrease or increase on a revision of the stocks, &c., at the end of the year. The final figures for 1871, as revised and made up by the Liverpool Cotton Brokers Association, were a weekly consumption of 59,900 bales of 388 lbs. each, or a total of 3,114,780 bales, or 1,207,154,170 pounds. A similar decrease this year would bring the official weekly consumption to about 60,000 bales of 365 lbs. each, or a total for the 52 weeks of 1872 of 3,120,000 bales, or 1,138,800,000 pounds.

It is, perhaps, scarcely necessary to remind our readers that there is one, and always must be one, uncertain point in these and similar statements, and that is, the stock held by the mills at the periods mentioned, which is always estimated. Hence a discussion has arisen as to the actual consumption, a very strong argument being made, based on the capacity of the working spindles of Great Britain, tending to show that the consumption must have been less, and that the mill stocks consequently must be greater. We may refer to this point another week; but it is sufficient for us to say now that the above conclusions are based simply upon the official figures.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 1,000 bales shipped from Bombay to Great Britain the past week and 1,000 bales to the continent, while the receipts at Bombay, during the same time have been 1,500 bales. The movement since the first of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are for the week ending Thursday, Oct. 17:

	Shipments this week to—	Shipments since Jan. 1 to—	Week's Total receipts.
	Great Britain.	Continent.	Total.
1872.....	1,000	1,000	2,000
1871.....	14,000	1,000	15,000
	670,000	213,000	883,000
	727,000	315,000	1,042,000
	12,000	12,000	24,000

From the foregoing it would appear that compared with last year there is a decrease this year in the week's shipments to Great Britain of 13,000 bales, and that the total movement since Jan. 1 now shows a decrease in shipments of 159,000 bales over the corresponding period of 1871. Our dispatch to-night also says that all the reports with regard to the crop are very favorable.

GUNNY BAGS, BAGGING, &c.—The cloth market continues in buyers' favor, and we quote still lower prices. Sales of 2,500 rolls standard domestic are reported here at 11c. cash, and 1,000@2,000 rolls in Boston at same price. Dealers are retailing at 12@12½c. cash. India bales and also Borneo are dull and neglected. We quote the former at 10c., currency, cash, for round lots, and 12@

12½c. for small parcels, and Borneo nominally 12½@13c., currency, cash. Bags are firmly held at 15c., and a few sales would advance the market. We note a sale of 75 bales at 14½c., and that price is bid for more. The market for butts shows more firmness, with sales of about 2,500 bales at 2 1-16@2½c., closing with 2½c. generally asked. Still buyers are not plenty at this price, and with freer arrivals we are inclined to think prices will recede to 2@2 1-16c., currency, cash.

NEW ORLEANS COTTON CROP REPORT.—The Committee on Statistics and Information of the New Orleans Cotton Exchange, have made up the following tabular statement of information received by them concerning the cotton crop:

STATES.	Proportion opened by 20th Sept.	DATE OF COMPLETION OF PICKING.	DECREASE OF YIELD PER ACRE AS COMPARED WITH 1870.
Mississippi.....	75 per cent.	10th November.	35 per cent.
Louisiana.....	80 " "	10th November.	40 " "
Texas.....	45 " "	1st November.	33 " "
Arkansas.....	65 " "	1st December.	45 " "
Tennessee.....	65 " "	15th November.	19 " "
Alabama.....	67 " "	1st November.	39 " "
South Carolina.....	55 " "	15th November.	22 " "
N. C. and Virginia.....	45 " "	20th November.	27 " "
Georgia.....	50 " "	15th November.	25 " "
Florida.....	80 " "	12th November.	40 " "

VISIBLE SUPPLY OF COTTON MADE UP BY CABLE AND TELEGRAPH.—By cable we have to-night the stocks at the different European ports, the India cotton afloat for all of Europe, and the American afloat for each port as given below. From figures thus received, we have prepared the following table, showing the quantity of cotton in sight at this date (Oct. 18) of each of the two past seasons:

	1872.	1871.
Stock in Liverpool.....	581,000	473,000
Stock in London.....	227,000	114,924
Stock in Havre.....	250,000	118,470
Stock in Marseilles.....	15,250	19,300
Stock in Bremen.....	36,000	24,713
Stock in Amsterdam.....	67,000	36,000
Stock at Antwerp.....	40,000	15,000
Stock at Barcelona.....	48,000	55,000
Afloat for Great Britain (American).....	35,000	43,000
Afloat for Havre (American and Brazil).....	24,000	20,578
Afloat for Bremen (American).....	none	none
Afloat for Amsterdam (American).....	none	5,900
Total Indian cotton afloat for Europe.....	189,000	408,000
Stock in United States ports.....	228,885	184,000
Stock in inland towns.....	30,661	36,960
Exports from United States this week.....	47,571	33,892
Total.....	1,819,367	1,588,737

These figures indicate an increase in the cotton in sight to-night of 230,630 bales compared with the same date of 1871.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1871:

	—Week ending Oct. 18, 1872—			—Week ending Oct. 20, '71—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	7,796	6,603	2,936	5,456	5,156	6,900
Columbus.....	2,678	2,770	2,726	1,927	1,215	3,551
Macon.....	3,581	2,737	3,778	3,451	1,916	5,356
Montgomery.....	3,144	2,147	6,113	3,169	2,052	5,575
Selma.....	1,653	1,397	3,170	3,805	2,925	3,212
Memphis.....	11,016	6,760	10,356	14,321	9,547	11,532
Nashville.....	2,188	1,667	1,582	2,107	2,206	834
	32,056	24,081	30,661	34,036	25,017	36,960

The above totals show that the interior stocks have increased during the week 7,975 bales, and are to-night 6,299 bales less than at the same period last year. The receipts have been 1,980 bales less than the same week last year.

The exports of cotton this week from New York show a decrease since last week, the total reaching 13,975 bales, against 16,557 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1872; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1872

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Sept. 25.	Oct. 2.	Oct. 9.	Oct. 16.		
Liverpool.....	8,258	10,275	14,728	12,440	57,609	51,189
Other British Ports.....	.....	.....	.....	.....	.....	949
Total to Gt. Britain	8,258	10,275	14,728	12,440	57,609	52,138
Havre.....	.....	50	.....	130	258	.....
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French.....	.....	50	.....	130	258	.....
Bremen and Hanover.....	.....	.....	931	1,405	2,336	236
Hamburg.....	.....	.....	.....	.....	.....	100
Other ports.....	.....	.....	.....	.....	.....	.....
Total to N. Europe.....	.....	.....	931	1,405	2,336	336
Spain, Oporto & Gibraltar &c.....	.....	.....	898	.....	898	.....
Total Spain, &c......	.....	.....	898	.....	898	.....
Grand Total	8,258	10,325	16,557	13,975	61,101	52,474

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, 1872:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans..	2,253	13,995	....	....	....	451	....	....
Texas.....	2,942	10,970	....	....	....	....	....	....
Savannah.....	5,593	29,521	1,478	4,075	422	1,753	7	999
Mobile.....	....	118	....	....	....	....	....	....
Florida.....	....	....	....	....	....	....	....	....
S'th Carolina..	4,449	31,385	....	969	....	....	453	2,006
N'th Carolina..	365	3,018	....	16	501	766	442	1,280
Virginia.....	7,272	18,550	1,894	5,223	....	....	1,184	4,186
North'n Ports	139	1,360	827	8,831	....	....	....	243
Tennessee, &c	367	3,730	....	....	121	347	14	150
Foreign.....	22	1,028	....	12	....	....	....	....
Total this year	23,412	113,575	4,129	19,136	1,044	3,817	2,100	8,864
Total last year	29,481	94,041	4,835	11,804	1,974	6,053	2,590	8,979

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 36,950 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

NEW YORK.—To Liverpool, per steamers City of Limerick, 742....City of Paris, 834....Oceanic, 1,391....Canada, 1,787....Halley, 1,292....A. Ainslie, 903....Sarpedon, 1,935....Nevada, 2,581....Russia, 480....per ships Crusader, 140....Ophelia, 355....		12,440
To Havre, per steamer Columbia, 30....per ship Othello, 100....		130
To Bremen, per steamer Donau, 1,405....		1,405
NEW ORLEANS.—To Liverpool, per steamer Fire Queen, 2,500....per bark Guiana, 1,864....		4,364
To Havre, per ship Sandusky, 3,050....per bark Nippon, 3,504....		6,554
MOBILE.—To Liverpool, per schr. Patia, 605....		605
CHARLESTON.—To Liverpool, per bark Granton, 1,528 Upland....		1,528
SAVANNAH.—To Liverpool, per bark Unanima, 2,303 Upland....		2,303
To Havre, per ship Screamer, 3,903 Upland....		3,903
To Bremen, per bark Alamo, 1,935 Upland....		1,935
TEXAS.—To Liverpool, per brigs Rana, 733....Maria, 435....		1,168
WILMINGTON, N. C.—To Liverpool, per bark Leonora, 294....		294
BALTIMORE.—To Bremen, per steamer Ohio, 259....		259
BOSTON.—To Liverpool, per steamer Malta, 60....		60
To British Provinces, per.....		2
Total.....		36,950

The particulars of these shipments, arranged in our usual form are as follows:

	Liverpool.	Havre.	Bremen.	Br. Prov.	Total.
New York.....	12,440	130	1,405	....	13,975
New Orleans.....	4,364	6,554	....	....	10,918
Mobile.....	605	....	....	....	605
Charleston.....	1,528	....	....	....	1,528
Savannah.....	2,303	3,903	1,935	....	8,141
Texas.....	1,168	....	....	....	1,168
Wilmington.....	294	....	....	....	294
Baltimore.....	....	....	259	....	259
Boston.....	60	....	....	2	62
Total.....	22,762	10,587	3,599	2	36,950

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 112½ and 113½, and the close was 112½. Foreign Exchange market is firm. The following were the last quotations: London bankers', long, 108½@109; short, 110½@110¾, and Commercial, 108½@108¾. Freights closed at \$@7-16d. by steam and 4d. by sail to Liverpool, 1½c. gold by steam and 1c by sail to Havre, and 4d. by steam to Hamburg.

BY TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, Oct. 18—5 P. M.—The market opened quiet and steady and closed firm to-day with sales footing up 15,000 bales, including 4,000 bales for export and speculation. The sales of the week have been 123,000 bales, of which 17,000 bales were taken for export and 20,000 bales on speculation. The stock in port is 581,000 bales, of which 67,000 bales are American. The stock of cotton at sea, bound to this port is 215,000 bales of which 35,000 bales are American.

	Sept. 27.	Oct. 4.	Oct. 11.	Oct. 18.
Total sales.....	74,000	112,000	121,000	123,000
Sales for export.....	15,000	19,000	23,000	17,000
Sales on speculation.....	5,000	11,000	15,000	20,000
Total stock.....	759,000	704,000	627,000	581,000
Stock of American.....	139,000	108,000	85,000	67,000
Total afloat.....	190,000	192,000	201,000	215,000
American afloat.....	7,000	11,000	21,000	35,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Up'ds. 9½@ 9¾@.....	9½@	9¾@	9¾@	9¾@	9¾@	9¾@
" Orleans. 10 @10½@10¾@.....	10@	10½@	10¾@	10¾@	10¾@	10¾@

Trade Report.—The market for yarns and fabrics at Manchester is firm, with an upward tendency.

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of Oct. 5, states:

LIVERPOOL, Oct. 5.—The following are the prices of middling qualities of cotton, compared with those of last year:

	Ord. & Mid.	Fair & g'd fair	Good & Fine.	Same date 1871—Mid. Fair. Good.
Sea Island.....	20	26	32	38
Florida.....	15	18	21	26
Upland..... 7½	8½	9½	10	10½
Mobile..... 7¾	8¾	9¾	10½	10¾
N.O. & Tex 7¾	9	9½	10	10½

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the three previous years:

	1869.	1870.	1871.	1872.		1869.	1870.	1871.	1872.
Midland d. d. d. d.	d.	d.	d.	d.	Midland	d.	d.	d.	d.
Sea Island, 23	15	22	20	20	Pernambuco.	12½	8½	9½	9½
Upland..... 12½	8½	9½	9½	9½	Egyptian.....	9½	6½	8½	6½
Mobile..... 12½	8½	9½	9½	9½	Broach.....	8½	5	5	4½
Orleans..... 12½	9	10	10½	10½	Dholerah.....	8½	5	5	4½

Since the commencement of the year the transactions on speculation and for export have been:

	Taken on spec. to this date		Actual exp. from Liv., Hull & other ports to date		Actual exp't from U.K. in 1871.	
	1872.	1871.	1872.	1871.	1871.	1871.
American.....	199,420	346,080	156,310	93,796	282,868	302,180
Brazilian.....	86,120	106,020	13,150	32,478	44,465	60,330
Egyptian.....	33,630	26,220	5,310	7,318	10,246	12,620
W. Indian.....	4,230	10,310	1,850	7,796	6,347	15,710
E. Indian.....	237,110	100,800	89,450	207,352	292,453	519,490
Total.....	560,500	589,410	266,130	348,740	573,379	910,330

BREADSTUFFS

FRIDAY P. M., Oct. 18, 1872.

There has been less activity during the past week, in the markets for Flour and Grain, and a slight decline in prices; but without any decided concessions being made to sell, or any marked depression of tone among holders; Oats, for an exception, showing some advance.

The receipts of flour have been quite liberal, at this as well as at the Western markets, and sales have been made of medium grades at lower prices. The poorer grades, as well as the choice family brands, have ruled firm, and met with a ready sale. But the principal business of the week has been in extra State, of which 30,000 bbls, good to prime brands, on the spot and for this and next months' delivery, have sold at \$7 10@7 25; some poor Western extras at \$6 90@6 95, and "fancy" State in large lines, from City Mills, at \$7 50; good superfine has also been in demand at \$6 50. Latterly, the better medium grades have been more salable, full lines selling in the range of \$7 75@8. To-day, the market was dull and weak, the storm which prevailed operating as a check upon trade.

Wheat has arrived pretty freely, but, notwithstanding dull accounts from abroad, prices were well supported until yesterday. Ocean freights declined to 9d., and there was a good market for sterling exchange at full rates, while stocks were small and receivers inclined to store. Business was good at \$1 44@1 46 for No. 3 Spring; \$1 48@1 51 for mixed do.; \$1 54@1 59 for No. 2 Chicago and Milwaukee, and \$1 64@1 65 for No. 1 do., with a few loads of red Winter at \$1 63@1 64, and common to choice white at \$1 80@2. But yesterday freights took an upward turn and the market became weak, with sales of Spring at \$1 42@1 43 for No. 3; \$1 47@1 49½ for mixed; \$1 52@1 57 for No. 2, and \$1 64 for No. 1, with Winter wheats dull. The receipts at the West now begin to compare with that portion of last season in which business was impeded by the effects of the great fire at Chicago, and, of course, make a favorable exhibit. To-day the market was dull, hardly enough being done to establish prices. No. 3 Spring sold at \$1 43, and extra choice No. 2 at \$1 59. The better grades of wheat were the most firmly supported.

Corn has become quite dull. The decline in Liverpool has limited the demand from shippers to what was necessary to complete freight engagements, and the local trade has been only moderate. But the offerings have not been liberal, and no concession has been made in prices. Stocks are large, but it seems probable that receipts will be small for several months to come. To-day there was a fair business in good to prime mixed at 64@64½c., with choice at 65c.

Rye has been dull and prices are nearly nominal. Barley has been more freely offered, and prices have declined, Canada West selling at \$1 12@1 16, and No. 2 Western at \$1. Some other growths at irregular prices. Barley malt is scarce and firmer.

Oats are in large stock, but not freely offered from store, while the receipts are small, by rail as well as by canal. Several boat loads of old No. 2 mixed in store were sold on Wednesday and Thursday, at 45½@46½c., and prime to choice old white 50@55c., in store and afloat. To-day the market was very strong, prime qualities readily bringing outside prices as above, and good to prime new mixed 46@47½c., afloat.

The following are closing quotations:

FLOUR.		GRAIN.	
Superfine State and Western.....	9 bbl. \$6 00@6 50	Wheat.—No. 2 spring, bush.....	\$1 53@1 57
Extra State, &c.....	7 00@7 35	No. 1 spring.....	1 64@
Western Spring Wheat.....	6 85@7 25	Red Western.....	1 62@1 67
do winter wheat extras.....	7 75@9 25	Amber do.....	1 70@1 80
do double extras.....	7 50@11 25	White.....	1 75@2 05
City shipping extras.....	7 45@7 65	Corn.—Western mixed.....	65@68
City trade and family brands.....	8 00@10 50	White Western.....	65@68
Southern bakers' and family brands.....	9 50@11 25	Yellow Western.....	65@68
Southern shipp'g extras.....	7 75@8 75	Southern, white.....	75@80
Rye flour.....	4 25@5 30	Rye.—State and Canada.....	82@90
Corn meal.—Western, &c.....	3 25@3 60	Western.....	80@83
Corn meal.—Br'wine, &c.....	3 80@3 90	Oats.—Black.....	42@44

The movement in breadstuffs at this market has been as follows:

	RECEIPTS AT NEW YORK				EXPORTS FROM NEW YORK			
	1872.	Same	1871.	1871.	1872.	Same	1871.	1871.
	For the	Since	time Jan.	For the	For the	Since	For the	Since
	week.	Jan. 1,	1, 1871.	week.	Jan. 1,	Jan. 1,	week.	Jan. 1,
Flour, bbls.	92,180	2,133,449	2,700,117	48,065	857,472	32,200	1,779,663	99,866
C. meal, "	5,121	157,579	150,418	4,524	154,075	3,082	99,866	99,866
Wheat, bus.	581,029	9,248,491	17,562,304	536,174	9,023,456	709,185	17,777,232	232,232
Corn, "	1,127,811	31,245,072	22,593,671	709,593	22,148,184	456,783	9,965,339	9,965,339
Rye, "	250	370,863	541,393	...	675,798	8,087	335,006	335,006
Barley, &c.	258,935	2,217,976	1,287,801	...	22,650	8,397	90,253	90,253
Oats, "	210,272	10,374,083	8,556,200	1,445	30,339	2,800	30,704	30,704

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING OCT. 12, AND FROM AUG. 1 TO OCT. 12.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago...	25,978	632,905	902,832	301,195	346,510	33,494
Milwaukee...	20,285	174,079	328,023	176,283	11,724	700
Toledo...	32,591	225,547	20,569	30,027	27,832	2,769
Cleveland...	4,178*	56,720	5,150	33,800	1,600	...
St. Louis...	33,634	218,970	85,762	176,112	72,608	14,406
Duluth...	84,562	...	...	...	...	...
Total...	154,370	2,133,074	1,358,076	743,007	578,749	68,382
Previous week...	148,942	2,246,391	1,372,952	767,475	599,375	76,537
Corresponding week...	106,351	1,483,847	972,477	274,339	131,523	39,719
Same time 1871...	70,156	2,113,205	550,102	606,816	264,483	70,388
Same time 1870...	69,167	1,778,632	599,777	533,145	229,682	83,300
Same time 1869...	67,192	1,598,548	426,630	995,176	325,971	141,877
Total Aug. 1 to date...	1,128,336	17,488,255	20,120,096	6,936,324	3,162,783	593,896
Same time 1871...	1,445,828	21,174,349	14,330,496	11,120,393	3,232,303	1,516,919
Same time 1870...	1,404,316	16,375,963	6,510,116	8,196,007	3,232,374	670,738
Same time 1869...	1,313,517	17,452,318	11,616,483	5,731,744	902,033	697,661

* Estimated.

The small receipts for the corresponding week in 1871 were caused by the great Chicago fire, there being no report of receipts at that port for the week.

SHIPMENTS OF Flour and Grain from Chicago, Milwaukee, Toledo, Detroit, St. Louis, Cleveland and Duluth for the week ending Oct. 12, and from Jan. 1 to Oct. 12:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending—						
Oct. 12, 1872...	150,963	1,919,004	1,455,924	725,001	464,151	33,675
Oct. 5, 1872...	144,317	1,730,366	1,337,458	439,123	467,394	62,169
Corresponding week 1871...	134,362	874,238	314,630	515,944	62,644	26,173
Corresponding week 1870...	105,389	1,318,919	427,740	210,593	240,632	8,370
Corresponding week 1869...	108,893	1,148,814	612,355	478,613	34,818	50,367
Total Jan. 1 to date...	3,298,059	21,118,250	58,133,846	15,421,021	3,068,786	940,369
Same time 1871...	3,367,730	30,395,876	42,045,403	13,258,340	2,565,383	1,107,769
Same time 1870...	3,062,427	28,787,479	17,754,734	9,824,710	2,332,824	1,326,612
Same time 1869...	3,547,975	28,294,369	21,152,309	8,141,373	306,413	746,034

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING OCT. 12, AND FROM JAN. 1 TO OCT. 12.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At New York...	55,112	410,329	1,320,902	203,291	...	...
Boston...	74,147	18,300	24,758	91,800	14,620	...
Portland...	8,890	...	11,975	2,600	...	...
Montreal...	34,941	304,182	198,890	500	400	...
Philadelphia...	17,868	115,700	159,500	62,300	63,700	400
Baltimore...	23,965	55,600	64,200	26,550	...	500
New Orleans...	17,635	...	41,458	36,500	...	...
Total...	270,618	904,721	1,712,747	440,147	282,011	900
Week ending Oct. 5...	427,367	1,197,323	2,361,267	580,140	144,372	1,350
Week ending Sept. 28...	219,989	1,334,880	1,785,759	545,967	118,714	2,550
Week ending Sept. 21...	191,015	1,007,675	1,712,015	551,913	64,797	9,324
Week ending Sept. 14...	189,038	980,644	2,130,010	486,147	18,700	2,000
Corresponding week 71...	230,522	1,614,204	833,401	719,988	332,325	35,209
Total Jan. 1 to date...	5,291,807	14,657,740	61,271,042	17,985,044	1,974,116	467,534
Do. same time 1871...	6,884,662	30,725,705	35,356,985	15,868,947	1,220,201	802,103

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation at lake and seaboard ports, in transit on the lakes, by rail and on New York canals, Oct. 12, 1872:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York...	57,998	4,366,566	2,445,603	41,249
In store at Albany...	33,000	155,000	139,500	87,000
In store at Buffalo...	156,350	257,000	12,600	217,477
In store at Chicago...	904,454	3,218,166	739,019	477,874
In store at Milwaukee...	487,000	259,000	177,000	206,000
In store at Duluth...	24,255	...	...	...
In store at Toledo, Oct. 5...	403,147	256,521	339,491	5,735
In store at Detroit...	289,459	36,655	21,067	44,770
In store at Oswego...	90,000	5,000	45,000	50,000
In store at St. Louis...	363,290	73,091	87,597	86,647
In store at Boston...	13,390	403,682	157,984	24,770
In store at Toronto...	31,320	380	7,251	135,482
In store at Montreal...	318,380	634,324	11,600	884
In store at Philadelphia...	90,000	180,000	85,000	...
In store at Baltimore...	70,000	98,628	78,000	...
Rail shipments for week...	240,833	214,269	319,635	147,753
Lake shipments...	1,678,171	1,211,655	405,366	316,598
Amount on New York canals...	1,138,225	1,519,452	181,028	607,251
Total...	6,419,373	13,098,889	5,253,741	2,504,390
Total in store and in transit Oct. 5...	72,570,912	13,197,751	4,985,963	2,229,389
" " Sept. 28...	5,354,814	14,136,581	4,944,009	1,837,518
" " Sept. 21...	4,920,203	14,452,165	5,243,121	1,210,815
" " Sept. 14...	4,562,603	15,119,793	5,283,696	828,669
" " Sept. 7...	4,154,353	14,566,928	5,326,852	513,715
" " Oct. 14, 71...	8,908,890	7,088,425	5,633,541	1,743,543

* Estimated.

GROCERIES.

FRIDAY EVENING, OCT. 18, 1872.

The trade of the past week has been eminently satisfactory, especially in a jobbing way. There are a large number of retail dealers in the city at present, and their purchases foot up a heavy amount. The stocks of nearly all articles in second hands have

been considerably curtailed by the transactions of the week, and a pretty general inquiry for lots from first hands has been the result. Coffee continues active and the tone is steadily strengthening. Raw sugars are also strong, but in other lines there is an absence of buoyancy, owing to the pretty full supplies held by first hands. No more difficulties have occurred in the finances of the trade, and the Fall season promises to give fully average returns with fair profits.

TEA.

The continued movement in lines has brought jobbers into the market again, and there is renewed disposition on their part to operate with some degree of freedom in invoices. Their selections during the past week have been fairly liberal, and the steady tone noted in our last report has been further improved by further reduction of stocks in importers' hands and the readiness manifested by the trade to take out their supplies at the current range. There is still a large stock of high-priced teas in the market, which are barely covered by the prices that invoices are selling at, but the supply of all grades is so full that importers are meeting the call freely, and sales of round lots are still effected at comparatively easy rates. The quotations on lines are sustained with more firmness, and some grades of Greens are moved at a shade better rates than we quoted last week. Hysons have been in very good request and have hardened somewhat, but the very fine grades are without much improvement. Japans continue to sell fairly, and full rates are obtained. There has been more doing in Oolong late in the week, but transactions are not sufficiently liberal to induce any especial improvement in the rates obtained. We note sales in an invoice way since our last report of 5,250 half chests Japans, 1,760 do Greens, and 2,300 do Oologs.

There have been no direct imports at New York the past week. The receipts indirectly have been 1,235 pkgs by steamer.

The following table shows the imports of Tea into the United States from January 1 to date, in 1872 and 1871:

	Black.	Green.	Japan.	Total
Atlantic ports, 1872... lbs.	15,310,273	15,898,114	8,351,222	39,559,609
Atlantic ports, 1871... lbs.	13,824,263	13,718,388	9,295,203	36,838,854

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 186,193 pkgs. since January 1, against 113,657 last year. Imports at San Francisco from Jan. 1 to Oct. 1 have been 996,909 lbs. China and 1,332,193 lbs. Japan.

COFFEE.

The week has been unusually active in all grades of Coffee, in a jobbing way, and there has been a consequent improvement in the call for invoices. This has been met readily by the holders of West India and East India grades, but Brazil descriptions, except of the lower quantities, are pretty well sold up, and selections have been confined mainly to the current arrivals, excepting as an occasional unsold invoice has been obtainable from old cargoes. Large sales have been effected of cargoes to arrive at the outports, and there is disposed to be some speculative feeling in the market, with prices on spot transactions buoyant and a shade higher than at the date of our last report. The advance has been restricted to the good and prime grades of Rio, which are selling about $\frac{1}{4}$ c. above our last quotations, and close strong. The telegram by the steamer due here in a day or so has been telegraphed to private parties from St. Thomas, and is to the effect that the market at Rio remains strong and unchanged. The extra steamer "Andes" arrived during the week with 5,743 bags, all of which, with the exception of a small invoice of Santos, has been placed. A liberal business has been done in Javas, Maracaibos and Costa Rica grades, within the previous range of prices, which are fully sustained. The sales since our last have been 3,792 bags Rio, ex "Andes," 3,664 do, ex "Yankee," 2,243 do, ex "Allemania;" at Baltimore, 2,660 bags ex "Senorita;" and at Mobile, 4,916 do, ex "Dagmar;" 3,000 ex "Vivandiere," to arrive at New Orleans; also here, 3,025 mats Java, 3,560 bags Maracaibo, 1,211 do Costa Rica, and 592 Curacao, all sold to consumption.

Imports at this port for the past week have included 5,743 bags Rio and Santos, per str "Andes;" 2,241 do Maracaibo, per "Virginia;" 2,444 do do, per "Ontario;" 425 do St. Domingo, per "Chas. H. Hodgdon;" and 283 do sundries.

The stock of Rio Oct. 17, and the imports since Jan. 1, 1872, are as follows:

	New York.	Phila. more.	Balti- more.	New Orleans.	Mobile, Ala.	Galveston.	Total.
In bags...	48,020	15,757	2,853	6,401	...	...	74,231
Stock...	18,035	...	6,300	3,805	5,516	...	30,756
Same date 1871...	413,372	4,012	260,243	93,220	49,717	11,712	831,266
Imports...	508,556	14,806	445,917	128,062	57,511	17,012	1,166,853

Of other sorts the stock at New York, Oct. 17, and the imports at the several ports since January 1, 1872, were as follows:

	(New York)	Boston.	Phila.	Balti.	N. Orleans.	Total imports at all ports
In bags...	...	...	...	...	...	...
Java and Singapore...	10,887	142,552	...	...	...	...
Ceylon...	10,687	17,710	...	...	...	...
Maracaibo...	31,126	139,543	...	...	...	...
Laguayra...	4,156	90,359	...	...	...	...
St. Domingo...	130	82,078	4,210	...	...	...
Other...	13,621	96,075	9,688	892	9,138	4,392
Total...	70,957	541,277	34,392	95,217	9,138	4,392
Same time, 1871...	6,160	315,452	53,806	20,590	2,042	7,772

* Includes mats, &c., reduced to bags.

† Also, 146,295 mats.

SUGAR.

The quietness that prevailed just previous to our last report has given way during the current week to an active call for refining sugars. The inquiry has been met by pretty liberal offerings of box sugars, which refiners have taken hold of readily, and large sales have been effected of all grades from molasses to centrifugal. Clayed has been particularly active, the sales being for the most part within the previous range of quotations, although prices have rather tended toward the higher extreme on sales made late in the week. Cuba refining hds. of fair to prime grades are not offered in so liberal amounts, and the transactions have been restricted in consequence. The demand has been active, however, and holders, while unable to meet the full requirements of the trade, are obtaining an eighth better rates on fair to good. Grocery stock has been in fairly liberal request at strong figures, the closing range on some grades showing an advance of $\frac{1}{4}$ c. There has been a fair trade in refined sugars, but the slight accumulation of stock in first hands has tended to soften the market somewhat, and both softs and hardes are notably lower than at the time of our last review. In raws we note sales of 340 hds. Cuba, 8 3-16 @ $\frac{1}{4}$ c; 574 do, 9 $\frac{1}{4}$ c; 340 do, 8 $\frac{1}{4}$ c; 220 do, 9 $\frac{1}{4}$ c; 175 do, 9 c; 2,350 do, 8 $\frac{1}{4}$ c; 550 do Porto Rico, 9 c; 200 do centrifugal, 10 $\frac{1}{4}$ c; 857 boxes,

9c; 1,500 do clayed, 10@10½c; 8,920 do molasses clayed and centrifugal, 8½@10½c; 530 do molasses, 8@8½c; 1,800 do 831-100c; 1,500 centrifugal and clayed, 10½@10½c; 2,000 do, private terms; and 3,000 bags Pernambuco, 8½c.

Imports at New York, and stock in first hands, Oct. 17, were as follows:

	Cuba. bxs.	Cuba. hds.	P. Rico. hds.	Other. hds.	Brazil, Manila, &c. bags.	Melado. hds.
Imports this week.....	10,160	569	27,777	40,769	91,499	510,339
" since Jan. 1, 1872.....	1,365,134	251,846	31,416	60,728	36,459	572,733
" same time 1871.....	1,310,338	251,846	31,416	60,728	36,459	572,733
Stock in first hands.....	62,906	42,830	51,601	38,249	380,960	5,402
Same time 1871.....	65,708	51,430	51,601	38,249	380,960	6,553
" 1870.....	78,317	51,430	51,601	38,249	380,960	362

MOLASSES.

The decline which occurred last week has not been followed by any marked activity in the demand for molasses, although there has been a rather better demand for boiling descriptions. Refiners have shown rather more inclination to purchase than is usual at this season of the year, but importers have been unable to meet their wants to any considerable extent, and the transactions have been restricted to a small cargo of Cuba Muscovado, which was about the only desirable stock offered for refining purposes. The stock in first hands is comparatively light in the aggregate, and is made up mostly of grocery descriptions. The trade outlet for these is not remarkably spirited, but there is a steady call for moderate sized lots, and with nothing unfavorable in the outlook, holders are disposed to be stronger and to demand full prices upon all of their offerings. The supply of domestic grades is light, but with the prospects of unusually early arrivals of new crop, it is thought that enough is held to carry the trade through the season without difficulty. The first new crop arrived during the week, and the entire lot, consisting of 50 half bbls., was offered on Tuesday. About 5 bbls. were sold at 90c., and some 30 bbls. more were subsequently disposed of at \$1. The quality is unusually fine. Syrups are in good request in the medium grades, the finer qualities being quiet and unsteady. The sales of molasses from first hands for the week are 200 hds. Porto Rico, at 50@55c.; 90 bbls. New Orleans at 74@80c., and a few lots at auction.

The receipts at New York, and stock in first hands, Oct. 17, were as follows:

	Cuba. hds.	P. Rico. hds.	Demerara. hds.	Other. hds.	N. O. bbls.
Imports this week.....	9	23,112	1,909	13,575	26,683
" since Jan. 1.....	81	23,112	1,909	13,575	26,683
" same time 1871.....	75,686	32,871	2,993	20,983	25,361
Stock in first hands.....	2,048	3,617	628	2,100	2,100
" same time 71.....	5,187	2,497	1,191	2,127	2,100
" same time 70.....	11,033	2,497	1,191	2,127	2,100

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1872, to date, have been as follows:

	Sugar. Boxes.	Sugar. Hds.	Molasses. Boxes.	Molasses. Hds.
New York.....	365,121	310,323	319,662	631,748
Boston.....	36,118	32,920	71,167	171,791
Philadelphia.....	21,427	26,017	37,180	86,441
Baltimore.....	51,566	40,002	97,534	33,060
New Orleans.....	51,238	36,379	6,153	9,790
Total.....	521,181	447,616	580,895	1,443,897

* Including tierces and barrels reduced to hds.

† Includes baskets, &c., reduced.

WHOLESALE PRICES CURRENT.

Tea.

Hyson, Common to fair.....	40 @ 50	Hyson Sk. & Tw. C. to fair.....	21 @ 25
do Superior to fine.....	40 @ 50	do do Sup. to fine.....	27 @ 31
do Ex. fine to finest.....	70 @ 84	do do Ex. f. to finest.....	42 @ 45
Young Hyson, Com. to fair.....	35 @ 45	Uncl. Japan, Com. to fair.....	52 @ 52
do Superior to fine.....	53 @ 75	do Sup. to fine.....	47 @ 57
do Ex. fine to finest.....	61 @ 81	do Ex. f. to finest.....	70 @ 106
Gunpowder Com. to fair.....	45 @ 67	Oolong, Common to fair.....	32 @ 38
do Sup. to fine.....	75 @ 92	do Superior to fine.....	41 @ 72
do Ex. fine to finest.....	100 @ 127	do Ex. f. to finest.....	70 @ 105
Imperial, Com. to fair.....	37 @ 47	Souch. & Cong. Com. to fair.....	35 @ 65
do Sup. to fine.....	65 @ 75	do do Sup. to fine.....	49 @ 55
do Extra fine to finest.....	75 @ 92	do do Ex. f. to finest.....	63 @ 115

Coffee.

Rio Prime.....	gold. 17½@18	Native Ceylon.....	gold. 15½@16½
do Good.....	gold. 16½@17	Maracibo.....	gold. 14½@15½
do fair.....	gold. 15½@16½	Laguayra.....	gold. 15½@16½
do ordinary.....	gold. 14½@15½	St. Domingo.....	gold. 13½@14½
Java, mts. and.....	gold. 15½@16	Malacca.....	gold. 14½@15
Java mts. brown.....	gold. 21 @ 23	Mocha.....	gold. 22 @ 23

Sugar.

Cuba, Inf. to com. refining.....	8 @ 8½	Havana, Box, white.....	11½@12½
do fair to good refining.....	9 @ 9½	Porto Rico, refining grades.....	8½@9½
do prime.....	9½@10	do do grocery grades.....	9½@10½
do fair to good grocery.....	9½@10	Brazil, S. to fine.....	7½@9½
do pr. to choice grocery.....	9½@10	Manilla, bags.....	8 @ 8½
do centrifugal, hds. & bxs.	9½@10½	White Sugars, A.....	11½@12½
do Melado.....	9½@10½	do do B.....	11½@12½
do molasses.....	7½@8½	do do extra C.....	11½@12½
Hav. Box, D. S. Nos. 7 to 9.....	8½@9½	Yellow sugars.....	9 @ 10½
do do do 10 to 12.....	9½@10½	Crushed.....	12½@13½
do do do 13 to 15.....	10½@11½	Powdered.....	12½@13½
do do do 16 to 18.....	11½@12½	Granulated.....	12½@13½
do do do 19 to 20.....	11½@12½		

Molasses.

New Orleans new.....	gal. 40 @ 50	Cuba Clayed.....	20 @ 25
Porto Rico.....	28 @ 35	Cuba centrifugal.....	13 @ 20
Cuba Muscovado.....	22 @ 28	English Islands.....	30 @ 38

Rice.

Bangoon dressed, gold in bond 3½@3¾	Carolina.....	5½@9½
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Spices.

Cassia, in cases, gold ½ lb. 29 @ 30	Pepper, in bond.....	(gold) 12 @ 13
Cassia, in mats.....	do Sumatra & Singapore.....	17 @ 20
Ginger, Race and Af. (gold) 10 @ 11½	Pimento, Jamaica (gold).....	11½@12½
Mace.....	do in bond.....	10 @ 11
Nutmegs cases.....	Cloves.....	22 @ 26
do cases Penang.....	do in bond.....	15 @ 17
	Clove stems.....	do

Fruits and Nuts.

Balsam, Seedless, nw ½ frail 60 @ 65	African Peanuts.....	11½@12½
do Laver, 32, ½ box 3 35 @ 40	Philberts, Sicily.....	11½@12½
do Sultan, ½ b. 10 @ 11½	do Barcelona.....	11½@12½
do Valencia, ½ b. 12½@13½	Walnuts' Bordeaux.....	9½@10½
do Loose Muscatels.....	Macaroni, Italian.....	12½@13½
Currents, new.....	do.....	12½@13½
Citron, Leghorn (new).....	Apples, State.....	10 @ 10
Prunes, French.....	do sliced.....	12 @ 13½
Prunes, Turkish, old.....	do Western.....	10 @ 11
do do new.....	do Southern, good.....	10 @ 11
Dates.....	do prime.....	10 @ 11
Figs, Smyrna.....	do sliced, new.....	12 @ 13

Canton Ginger, case.....	9 00 @ 9 50	Peaches, pared.....	16 @ 20
Almonds, Langue.....	20 @ 21	do unpared, grs & hive.....	5½@7
do Tarragona.....	19 @ 20	Blackberries.....	10 @ 11
do Ivica.....	18½@19	Cherries pitted.....	19 @ 21
do Sicily soft shell.....	26½@27	Pecan Nuts.....	9 @ 10
do Shelled, Sicily.....	26½@27	Hickory Nuts.....	9 @ 10
do paper shell.....	26½@27	Chestnuts.....	10 @ 11
Sardines.....	11 @ 12	Peanuts, Vag'd to fancy oil.....	1 30 @ 1 40
Bardines.....	11 @ 12	do do new.....	1 30 @ 1 40
Brazil Nuts new.....	9½@10	do Wm. d to best oil.....	1 25 @ 1 30

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 18, 1872

The jobbing trade has been moderately active in staple lines during the past week, but there has been no animation in the general demand for goods, and the aggregate distribution from second hands is comparatively light. The trade "through the house" is dull and seems likely to remain so until the liberal stocks that have already gone into the hands of retailers through the country be reduced by the sales into consumption. The November elections will doubtless interfere to some extent with the trade of the country, and the sorting up purchases of the dealers during the remainder of the season are not likely to be on quite so liberal a scale as formerly. Still, when we consider what the trade suffered last year in the serious fires that raged throughout the northwest and the enormous destruction of property thereby, it would seem that the business this fall ought to be fully up to its predecessor. Agricultural pursuits have been remunerated by good crops and fair prices, and consumers, as the rule, are in as easy a condition financially as they are usually found. Money continues rather close here, but we do not hear of any general inconvenience being caused in the dry goods trade.

DOMESTIC COTTON GOODS.—There has been a limited inquiry for the better grades of brown and bleached cottons during the past week with sales making at full rates both in a jobbing way and from first hands. Holders meet the call freely for the most part, although there has been a considerable reduction in the stocks of standard and medium browns, and the current offerings are light. Cotton drills are also well sold up, but the supply of browns is equal to the current call for home use, which is rather light. Blue goods, for export, are dull. There is little doing in colored cottons, and quotations are mainly nominal. Sales of fair amounts of cotton flannels have been effected within the previous range. Prints are moving moderately, and rule steady at unchanged figures.

DOMESTIC WOOLEN GOODS.—The market is quiet for the heavier descriptions of woolen fabrics, and sales through regular channels are restricted to the light jobbing requirements. Auction houses can obtain abundant supplies of imported goods, and consequently care but little for consignments of domestic products. Some excitement has been caused in the flannel market by the large sales recently made through an auction house, but prices have not been much disturbed on regular lines. Shawls are jobbing fairly, but the outlet from first hands has been mainly by auction sales. Prices on heavy goods are fairly steady, except on the poorer qualities, which are slow of sale even at a liberal reduction.

FOREIGN GOODS.—There is a good demand for the leading styles of dress fabrics, and jobbers are making fair sales for this period of the year. Their supplies, however, are drawn mainly from the auction offerings, which are very liberal. Black silks are doing well, and there is quite an active demand for medium and high cost gros grains, &c., while the lower qualities are not in much request. Low priced colored silks are not wanted, but the better grades are selling more freely when choice colors can be had. Dress fabrics maintain their buoyancy, and it is noticeable that the city retailers are operating more freely, although there is room for further improvement in this respect. Fine black goods, such as mohair lustrés, reps, cashmeres d'Ecosse, Biarritz cloths, &c., remain active and are firm in price.

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

Brown Sheetings and Shirtings.	Continental C 36	Lawrence J. 40	15½
Dwight X.....	27 11-11	do Y.....	36 12½
do Y.....	32 12-14	Nashua fine O 33	13
do Z.....	36 13	do R.....	36 14
Albion A.....	36 10½	do E.....	40 15½
Arctic B.....	36 11	do W.....	48 20
Atlantic A.....	37 13	Ind'n Orchard.....	7-4 25
do D.....	37 12½	do.....	8-4 27½
do H.....	37 13	do CC.....	34 30
Appleton A.....	36 13½	do BB.....	33 35
do N.....	36 11½	do W.....	30 40
Angela.....	36 12	Laconia O.....	39 45
Bedford R.....	36 9½	do B.....	37 45
Boott O.....	34 13	do Z.....	36 45
do S.....	40 13	Lawrence A.....	36 45
do W.....	48 16½	do D.....	36 45
Commonwealth.....	27 6½	do XX.....	34 45
		do LL.....	36 45

Brown Drills.		Delaines and		Corset Jeans.	
Width.	Price.	Worsted Fabrics.			
Amoskeag.....	15	PACIFIC MALLS FABRICS.		Amoskeag.....	14 1/2
Angusta.....	15 1/2	Printed Delaines.....	20	Androskog's sat	12 1/2
Laconia.....	15 1/2	Chilins.....	20	Berkley.....	12 1/2
Langley B.....	14	Chilins Alpaca.....	20	Canoe River.....	11 1/2
Pepperell.....	15	Poplin Alpaca.....	22 1/2	Hallowell Imp	14 1/2
Stark A.....	15	Imperial Repps.....	25	Ind. Orch. Imp	14 1/2
Bleached Sheetings		Blairz Stripes.....	25	Laconia.....	13
and Shirtings.		Anilines.....	22	Namkeag sat.	16
Amoskeag.....	46	1/2 Armures.....	22	Pequot.....	14 1/2-15
do A.....	46	1/2 Berlin Corde.....	27 1/2	Paper Cambrics.	
do A.....	46	1/2 Striped Satines.....	37 1/2	Lonsdale.....	10
Androskog.....	36	1/2 Suez Cloth.....	37 1/2	S. & Sons.....	10 1/2
Arkwright.....	36	1/2 Poplin Lustres.....	20	Warren.....	10 1/2
Auburn.....	36	1/2 Alpaca Lustres.....	22 1/2	High colors 1c higher.	
Albion.....	4-4	1/2 Corded Alpaca.....	23 1/2	Cotton Duck.	
Bartlett.....	36	1/2 Alpaca Alpaca.....	25	Sail duck, 22in.....	
do.....	33	1/2 Alpaca Alpaca.....	25	W'd'ry, 10 to 5.....	28-38
do.....	33	1/2 Alpaca Alpaca.....	25	FT'wing 4 to 1.....	40-46
Bates.....	45	1/2 Arlington Mills.....	35	Light duck.....	23
do XX.....	36	Roubaix poplins.....	35	Bear duck (8 oz.).....	26
do BB.....	36	La Prom'e stripes.....	37 1/2	do heavy (9 oz.).....	23
do B.....	33	Washington Mills.....	35	Mont. Ravens 29in.....	25
Blackstone.....	36	Etoile du Nord.....	25	do 40in.....	33
AA.....	36	Toile de France.....	25	Hags.	
Booth B.....	36	Larne Plaine.....	37 1/2	American.....	39 00
do C.....	33	Ticking.		Amoskeag.....	39 00
do O.....	30	Amoskeg A.C.A.....	29	Great Falls A.....	34 00
Elkington W.S. 4-4	14 1/2	do A.....	23	Ludlow A.A.....	35 50
Prints.		do B.....	20	Lewiston.....	34 00
Loom.....	36	do C.....	18	Ontario A.....	37 50
Gr't Falls.....	36	do D.....	16	Powhattan A.....	35 00
do S.....	31	Cordis A.A.....	23	do B.....	42 50
do A.....	33	do ACE.....	23	Stark A.....	37 50
do M.....	33	do No. 2.....	23	do C 3 bush.....	56 00
Lonsdale.....	36	do No. 4.....	20-21	Domestic Ging-	
do Cambric.....	22 1/2	do No. 5.....	16-17	hams.	
N. Y. Mills.....	36	do No. 6.....	16	Amoskeag.....	15
Pepperell.....	6-4	do No. 7.....	13-14	Bates.....	14
do.....	8-4	do No. 8.....	13	Caledonia.....	13 1/2
do.....	8-4	do No. 9.....	13	Chicopee.....	13 1/2
do.....	8-4	do No. 10.....	13	Glasgow.....	13 1/2
do.....	8-4	do No. 11.....	13	Glocester.....	13 1/2
do.....	8-4	do No. 12.....	13	Hartford.....	13 1/2
do.....	8-4	do No. 13.....	13	Lancaster.....	14
do.....	8-4	do No. 14.....	13	Manchester.....	12
do.....	8-4	do No. 15.....	13	Namacke.....	14
do.....	8-4	do No. 16.....	13	Park Mills.....	14
do.....	8-4	do No. 17.....	13	Peabody.....	14
do.....	8-4	do No. 18.....	13	Quaker City.....	13 1/2
do.....	8-4	do No. 19.....	13	Renfrew.....	15
do.....	8-4	do No. 20.....	13	Union.....	13 1/2
do.....	8-4	do No. 21.....	13	Spool Cotton.	
do.....	8-4	do No. 22.....	13	Brooks, per doz.....	70
do.....	8-4	do No. 23.....	13	200 yds.....	70
do.....	8-4	do No. 24.....	13	J. & F. Co's.....	70
do.....	8-4	do No. 25.....	13	Clark, John, Jr.....	70
do.....	8-4	do No. 26.....	13	do.....	70
do.....	8-4	do No. 27.....	13	Clark's, Geo. A.....	70
do.....	8-4	do No. 28.....	13	Williamantic, 3.....	47 1/2
do.....	8-4	do No. 29.....	13	cord.....	47 1/2
do.....	8-4	do No. 30.....	13	do 6 cord.....	70
do.....	8-4	do No. 31.....	13	Samoset.....	42 1/2
do.....	8-4	do No. 32.....	13	Green & Dan.....	42 1/2
do.....	8-4	do No. 33.....	13	icls.....	42 1/2
do.....	8-4	do No. 34.....	13	Hadley.....	65-67 1/2
do.....	8-4	do No. 35.....	13	Holyoke.....	35
do.....	8-4	do No. 36.....	13	Sterling.....	70
do.....	8-4	do No. 37.....	13	Carpets.	
do.....	8-4	do No. 38.....	13	Velvet, J. Crossley.....	25
do.....	8-4	do No. 39.....	13	best.....	2 65
do.....	8-4	do No. 40.....	13	do do A No 1.....	2 65
do.....	8-4	do No. 41.....	13	Tap Brussels.....	1 44
do.....	8-4	do No. 42.....	13	Crossley & Son's.....	1 44
do.....	8-4	do No. 43.....	13	Eng. Brussels, 2 20-2 30	
do.....	8-4	do No. 44.....	13	Hartford Carpet Co.....	1 67 1/2
do.....	8-4	do No. 45.....	13	Extra 3-ply.....	1 60
do.....	8-4	do No. 46.....	13	Imperial 3-ply.....	1 67 1/2
do.....	8-4	do No. 47.....	13	Superfine.....	1 35
do.....	8-4	do No. 48.....	13	Med. super.....	1 30
do.....	8-4	do No. 49.....	13	Body Brus 5 fra.....	2 10
do.....	8-4	do No. 50.....	13	do 4 do 2 00	
do.....	8-4	do No. 51.....	13	do 3 do 1 90	
do.....	8-4	do No. 52.....	13	Hemp, plain, 33 in.....	22 1/2
do.....	8-4	do No. 53.....	13	do ex plain, 36 in.....	23 1/2

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending October 17, 1872, and the corresponding weeks of 1871 and 1870 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCTOBER 17, 1872.				
	1870	1871	1872	
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.		
Manufactures of wool.....	1,591 \$596,410	1,087 \$418,987	892 \$372,196	
do cotton.....	1,077 329,071	665 229,994	744 203,516	
do silk.....	660 472,313	509 447,866	356 313,551	
do flax.....	1,540 278,655	713 141,434	753 193,873	
Miscellaneous dry goods.....	465 179,229	960 182,726	732 134,004	
Total.....	5,333 \$1,855,678	3,884 \$1,416,007	3,277 \$1,218,942	
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.				
	1870	1871	1872	
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.		
Manufactures of wool.....	608 \$218,002	413 \$186,964	764 \$315,651	
do cotton.....	163 45,273	143 41,566	250 84,140	
do silk.....	119 136,514	73 92,459	117 141,618	
do flax.....	396 88,704	200 54,625	390 94,104	
Miscellaneous dry goods.....	165 26,458	42 12,948	347 29,128	
Total.....	1,451 \$514,951	956 \$388,562	1,668 \$664,641	
Add ent'd for consumpt'n.....	5,333 1,855,678	3,884 1,416,007	3,277 1,218,942	
Total thrown upon m'rkt.....	6,784 \$2,370,629	4,840 \$1,804,569	5,145 \$1,883,583	
ENTERED FOR WAREHOUSING DURING SAME PERIOD.				
	1870	1871	1872	
Pkgs. Value.	Pkgs. Value.	Pkgs. Value.		
Manufactures of wool.....	528 \$196,392	499 \$190,607	476 \$170,955	
do cotton.....	147 47,331	178 52,080	232 83,314	
do silk.....	16 19,637	56 54,428	123 114,636	
do flax.....	337 82,368	2,273 55,629	518 129,477	
Miscellaneous dry goods.....	79 27,784	1,844 23,176	42 13,286	
Total.....	1,117 \$373,512	4,855 \$375,920	1,401 \$511,668	
Add ent'd for consumpt'n.....	5,333 1,855,678	3,884 1,416,007	3,277 1,218,942	
Total entered at the port.....	6,450 \$1,229,190	8,739 \$1,791,927	4,678 \$1,730,610	

GENERAL PRICES CURRENT.

ASHES—Pot, list sort.....	100 lb 8 25 @ 8 75
BRADSTUFFS—See special report.	
BUILDING MATERIALS.	
Bricks—Com. hard.....	5 00 @ 8 50
Crotons.....	12 00 @ 16 00
Philadelphia fronts.....	40 00 @ 45 00
Philad. side.....	10 00 @ 11 00
Line—Rock'd com.....	1 35 @ 1 55
Rockland, lump.....	1 15 @ 1 25
Lumber—Southern pine.....	28 00 @ 40 00
White pine box boards.....	31 00 @ 33 00
White pine mer. bx b'ds.....	32 00 @ 34 00
Clear pine.....	19 00 @ 20 00
Spruce boards & planks.....	30 00 @ 32 00
Hemlock b'ds & planks.....	27 00 @ 29 00
Nails—3d galv. com.....	6 00 @ 6 10
Clinch, 2 to 3 in. & over.....	50 @ 80
Yellow metal, sh. & sl.....	27 @ 30
Copper.....	45 @ 45
Paints—Lead white, Am.....	1 15 @ 1 25
Lead, wh. Amer. dry.....	10 @ 10
Zinc, wh. dry, No. 1.....	11 1/2 @ 12
Paris wh. Eng. 100 lbs.....	2 00 @ 2 25
BUTTER AND CHEESE.	
State half firkins, fine.....	31 @ 33
do com. to good.....	25 @ 31
Western firkins.....	10 @ 22
do Welsh tubs.....	2 @ 20
Cheese—Factory.....	4 @ 5 1/2
do com. to gd.....	3 @ 13
COAL.	
Auction sale of Scranton, Sept. 25.....	
5,000 tons lump.....	3 65 @ 3 67 1/2
5,000 tons steamboat.....	4 00 @ 4 27 1/2
10,000 tons grate.....	3 80 @ 4 30 1/2
10,000 tons egg.....	4 00 @ 4 40
15,000 tons chestnut.....	4 25 @ 4 35 1/2
15,000 tons chestnut.....	3 70 @ 3 72
Liverpool gas cannel.....	15 @ 16
Liverpool house cannel.....	20 @ 21 00
COFFEES—See special report.	
COFFEES—Bolts.....	45 @ 45
Shading, new (over.....	12 @ 12
Brazils (over 16 oz.).....	43 @ 43
American lot.....	32 1/2 @ 32 1/2
COTTON—See special report.	
DRUGS & DYES—Alum.	
Argols, crude.....	3 1/2 @ 3 1/2
Argols, refined.....	29 @ 33
Arenic, powdered.....	2 @ 2 1/2
Bi chro. soda, N'castle.....	5 1/2 @ 5 1/2
Bi chro. potash, St'ch.....	19 1/2 @ 19 1/2
Bleaching powder.....	3 1/2 @ 3 1/2
Brimstone, cru. 100 lb.....	33 00 @ 34 00
Brimstone, Am. roll.....	2 1/2 @ 2 1/2
Lampbor, crude.....	20 @ 21
Chlorate potash.....	45 @ 45
Caustic soda.....	6 1/2 @ 6 50
Cochineal, Hondur.....	60 @ 65
Cochineal, Mexican.....	60 @ 62
Cream tartar, Fr. pr.....	34 1/2 @ 34 1/2
Cubaes, East India.....	7 1/2 @ 7 1/2
Cutch.....	4 1/2 @ 4 1/2
Gambler.....	4 1/2 @ 4 1/2
Ginseng, Western.....	50 @ 95
Ginseng, Southern.....	45 @ 1 10
Galap.....	45 @ 45
Lac dye, good & fine.....	20 @ 30 1/2
Licorice paste, Calabaria.....	3 1/2 @ 3 1/2
Licorice paste, Sicily.....	24 @ 25
Madder, Dutch.....	10 @ 12 1/2
Madder, Fr. E. X. F. F.....	9 @ 10
Nutg's blue Aleppo.....	21 @ 22
Oil vitriol (60 to 66 degs).....	1 1/2 @ 1 1/2
Oil vitriol, 100 lb.....	6 10 @ 6 10
Prussiate potash, Amer.....	40 @ 40
Quicksilver.....	92 1/2 @ 95
Quinine.....	2 1/2 @ 2 1/2
Rhubarb, China.....	1 10 @ 1 10
Salt soda, Newcastl.....	2 1/2 @ 2 1/2
Shell Lac.....	40 @ 40
Soda ash.....	3 1/2 @ 3 1/2
Sugar loaf, white.....	15 @ 15
Vitriol, blue.....	11 1/2 @ 11 1/2
FISH—Dry cod.....	
Mackerel, No. 1, shore.....	5 50 @ 6 25
Mackerel, No. 1, Halifax.....	19 00 @ 19 50
Mackerel, No. 1, Bay, new.....	14 50 @ 15 00
Mackerel, No. 2, shore new.....	11 00 @ 12 00
Mackerel, No. 2, Bay, new.....	11 00 @ 11 50
FLAX—North River.....	15 @ 15
FRUITS—See groceries.	
GUNNIES—See report and r Cotton.	
GUNPOWDER—	
Shipping.....	25 @ 4 00
Min. & Blasting.....	8 @ 8 50
HAY—North R. ship'g.....	100 lb 0 00 @ 1 05
HEMP—Am. dressed.....	
American undressed.....	120 30 @ 130 00
Russia, clean.....	210 90 @ 215 00
Manila, current.....	11 @ 11 1/2
Sisal.....	9 @ 9 1/2
Jute.....	3 @ 3 1/2
HIDES—	
Dry—Buenos Ayre.....	25 @ 25
Montevideo.....	24 1/2 @ 25
Corrientes.....	24 1/2 @ 25
Rio Grande.....	24 1/2 @ 25
Orinoco.....	24 1/2 @ 25
California.....	24 1/2 @ 25
Maracibo.....	16 1/2 @ 18
Batavia.....	14 @ 15
Dry Salt—Maracibo.....	14 @ 15
Chili.....	15 @ 16
Pernambuco.....	15 @ 16
Mamoras.....	12 @ 12
Bahia.....	12 @ 12
Wet Salted—	
Buenos Ayres.....	14 @ 14
Rio Grande.....	13 @ 13
California.....	13 @ 13
Texas.....	13 @ 16
East India Stock.....	16 1/2 @ 17
Pig, Am. No. 2.....	51 00 @ 52 00
Pig, American Forge.....	43 00 @ 47 00
Pig, Scotch.....	32 00 @ 60 00
Bar, reduced Eng. & Amer.....	115 00 @ 120 00

STORE PRICES		
Bar, Swedes.....	145 00 @ 155 00	
Scroll.....	140 00 @ 150 00	
Hoop.....	145 00 @ 150 00	
Sheet, Russ. 1/2 to 1/4.....	17 @ 17 1/2	
Sheet, sing. d. & t. com.....	7 1/2 @ 8 1/2	
Halls, Eng. 1/2 ton.....	13 00 @ 14 00	
Halls, Am. at works in Pa.....	85 00 @ 87 50	
LEAD.		
Spanish, ord'y.....	100 lb 6 50 @ 6 50	
German.....	6 50 @ 6 50	
English.....	6 50 @ 6 50	
Bar.....	27 @ 29	
Pipe and sheet.....	31 @ 30	
LEATHER—		
Oak, slaughter.....	32 @ 40	
do crop.....	37 @ 42	
do rough slaughter.....	30 @ 35	
Hemlock, R.A.....	27 @ 29	
do California.....	26 @ 27	
do Orinoco, &c.....	25 1/2 @ 26 1/2	
do rough.....	29 @ 33 1/2	
MOVABLES—See special report.		
NAVY STORES—		
Tar, Washington.....	4 00 @ 4 12 1/2	
Tar, Wilmington.....	4 12 1/2 @ 4 25	
Pitch, city.....	4 37 1/2 @ 4 50	
Spirits turpentine, gal.....	30 @ 64	
do refined, do.....	30 @ 64	
No. 1.....	4 85 @ 4 90	
No. 2.....	4 62 @ 4 75	
pale.....	5 75 @ 5 85	
dark.....	5 75 @ 5 85	
OAKUM.....	7 1/2 @ 10 1/2	
OIL, CAKE—		
City thin oil, in bbls. wt. d. 36 50 @ 50		
West. thin oil, gal.....	38 50 @ 40	
OILS—Oil, in casks gal 1 25 @ 1 28		
Lard.....	20 @ 21	
Yellow.....	80 @ 81 1/2	
Cotton Seed Crude S.....	45 @ 47	
Yellow S.....	55 @ 56 1/2	
Wheat, bleached.....	1 35 @ 1 40	
Wheat, crude Northern.....	1 35 @ 1 40	
Sperm, crude.....	1 35 @ 1 40	
Sperm, bleached.....	1 62 @ 1 63	
Sperm, oil, prime winter.....	50 @ 52 1/2	
PETROLEUM—		
Crude, ord'y gravity, in bulk, per gallon.....	20 @ 13 1/2	
Crude in bbls.....	20 @ 19	
Refined, standard white.....	20 @ 20	
Refined, 68-72 grav.....	18 1/2 @ 20	
PRODUCTIONS—		
Pork, mess 3 lbs (new).....	14 50 @ 15 00	
Pork, extra prime.....	11 50 @ 12 00	
Pork, prime mess.....	13 00 @ 14 25	
Beef, extra prime.....	5 00 @ 7 00	
Beef, extra mess.....	9 00 @ 10 00	
Beef hams.....	20 00 @ 21 00	
Hams, pickled.....	17 @ 14 1/2	
lard.....	9 1/2 @ 9	
RICE—See groceries report.		
SALT—		
Turks Islands.....	35 @ 40	
Cadiz.....	32 @ 35	
Live, various sorts.....	1 40 @ 1 60	
SALT PETER—		
Bodned, pure (cash).....	17 @ 17 1/2	
English.....	7 1/2 @ 7 50	
Nitrate soda (cash).....	3 34 @ 3 40	
SEED—Clover.....	5 1/2 @ 5 3/4	
Hemp, foreign.....	1 70 @ 1 90	
Flaxseed, Amer'n, rich.....	1 95 @ 2 00	
Linseed, Cal., 56 lb gal.....	2 25 @ 2 30	
SILK—Taslee, No. 3 chop.....	9 00 @ 9 25	
Taslee, No. 4.....	8 50 @ 9 25	
Taslee, No. 1 & 2.....	7 75 @ 8 25	
Canton, re-reel No. 1.....	6 37 @ 6 65	
SPELTER—		
Plates, for b.....	100 lb 6 62 1/2 @ 6 87 1/2	
Plates domestic.....	5 00 @ 5 10 1/2	
SPICES—See groceries report.		
SPIRITS—		
Brandy, foreign brand, gold.....	3 00 @ 3 15	
Rum—Jam., 47 proof.....	3 75 @ 5 00	
St. Croix, 3d proof.....	5 00 @ 5 30	
St. Croix, 50 proof.....	5 00 @ 5 60	
Domestic Liquors—Cash.		
Alcohol (88 per ct) C. & W. I.....	77 1/2 @ 78	
Whiskey.....	92 @ 92 1/2	
STEEL—		
English, cast, 2d & 1st q.....	16 1/2 @ 16	
English, cast, 2d & 1st q.....	9 1/2 @ 10 1/2	
English blister, 2d & 1st q.....	11 1/2 @ 16	
American blister.....	10 @ 11 1/2	
American cast.....	22 @ 23	
American cast spring.....	22 @ 23	
American machinery.....	9 @ 11 1/2	
American German spring.....	9 @ 11 1/2	
SUGAR—See special report.		
TALLOW—American.....		9 @ 9 15-16
TEARS—See special report.		
TIN—Rancas.....		1/2 lb 28
Strait.....	28 @ 28 1/2	
English.....	28 @ 28 1/2	
Plates, I. C. char. 1/2 lb.....	12 1/2 @ 13 10	
Plates, char, Terne.....	11 25 @ 11 50	
TUBACCO—		
Kentucky lugs, heavy.....	9 1/2 @ 10	
leaf.....	10 1/2 @ 16	
Seed leaf, C. n. n., wrappers.....	45 @ 55	
" "		

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Treasurer, &c.

GENERAL OFFICES, HAMILTON,

15th October, 1872.

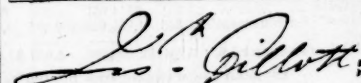
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